

# AMERICAN RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

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Engineering difficulties with which they are surrounded are of themselves sufficient to exclude them from practical consideration.

The larger undertaking from Constantinople to the Persian Gulf, of which the Euphrates Valley line would naturally form a part, though not open to political objection, is said to be so beset with difficulties in an engineering sense as regards the portion from Constantinople to the place of junction with the Alexandretta and Persian Gulf line, that its early realisation appears improbable, although its ultimate achievement may be regarded as certain to follow that of the minor undertaking. On the other hand, the practicability of the Euphrates Valley line, from Alexandretta to the Persian Gulf, and its political and strategic importance to this country, appear to be fully established.—*Herapath.*

### Western Union Telegraph.

At the annual meeting of the stockholders of this company on the 11th inst., the following Board of Directors was chosen: Hugh Allan, James H. Banker, Nathan A. Baldwin, William D. Bishop, Horace F. Clark, Ezra Cornell, Alonzo B. Cornell, Harrison Durkee, William E. Dodge, Sheppard Gandy, Norvin Green, Augustus W. Greenleaf, John A. Griswold, Wilson G. Hunt, George Jones, C. Livingston, Edwin D. Morgan, William Orton, O. H. Palmer, E. S. Sandford, Augustus Schell, Hiram Sibley, Z. G. Simmons, John Steward, Moses Taylor, Daniel Torrance, George Walker, E. B. Wesley, Stillman Witt.

The Executive committee for the ensuing year is as follows: James H. Barker, Horace F. Clark, A. B. Cornell, H. Durkee, A. W. Greenleaf, E. D. Morgan, Wm. Orton, O. H. Palmer, Augustus Schell, John Steward, and E. B. Wesley.

The following is a list of the executive officers chosen: President, William Orton; vice-presidents, A. B. Cornell, Augustus Schell and O. H. Palmer; secretary, G. H. Mumford; treasurer, R. H. Rochester; auditor, W. H. Abel. The total share capital of the company is \$41,071,710. About thirty million dollars were voted. In the new board of direction there are four new members compared with last year.

MR. The Camden (Ark.) *Democrat* says the books of the Camden and Red River Railroad Company are now open in that city for subscription to the capital stock. It estimates that \$200,000 is sufficient to grade and tie the road from Camden to Washington.

MR. Thirty locomotives to be used on the Intercolonial Railway are in course of construction at the Iron Foundry of Alderman Montgomery, Freshwater, Halifax.

### The Intermediate Section of the Chesapeake and Ohio Railroad.

The following description of the progress of the Chesapeake and Ohio Railroad is extracted from the letters of Charles Nordhoff to the *Tribune*, and may be accepted as the late and very reliable intelligence from that great work. There are 227 miles of the road opened on the eastern end, and about 60 miles at the western in operation. The interval between the two portions, it will be seen, is in a forward state:

More than two years were consumed in the survey of the wild country between the White Sulphur Springs and the Falls of Kanawha. The result is a roadway which passes through the mountains on an easier grade by far than any other of the great East and West lines connecting the Atlantic with the West. The Erie Railway has grades as high as 84 feet to the mile; the Pennsylvania has 95 feet to the mile; the New York Central, though in general it has easy grades, runs up to 95 feet to the mile; the Baltimore and Ohio runs up to 116 feet to the mile. The Chesapeake and Ohio will have no grades over 30 feet to the mile facing west, and west of Howard's Creek it has none over 20 feet to the mile. It will have the lowest grades of all the great East and West lines, and this, joined to the fact that it taps the Ohio at a point, Huntington, so low down that it is always accessible to steamboats, and that it will give the South-West its shortest connection with the Atlantic, would make it a great enterprise, important to the country, even if it did not pass through a region of unexampled richness in coal, iron, and timber, which has heretofore been shut out from a market, and closed against capital and industry.

The New River and the Greenbrier have, in the course of ages, worn their way through the mass of hills and mountains which lie between the Falls of Kanawha and the White Sulphur Springs. In all this country, so far as I could notice, there are very few signs of the upheaval strata. The rocks lie in their beds as they were deposited, and the river seems to have worn its way down from the tops of the mountains to its present level. It was to carry an easy grade that the engineers of the Chesapeake and Ohio Road selected the course of the New River for their line. There, Nature had done, in the course, perhaps, of millions of years, a work of excavation for them, which gave them the means of laying a road bed so nearly level that it presents no obstacle to travel or transportation. They had only to take care that the road should run above the level of high water; and as the river rises sometimes 40 or 50 feet, this has placed the line high above the low water

which prevails at this season of the year. At two great bends which the New River makes, tunnels are building. One of these, 6,400 feet long, will be the longest in the United States until the Hoosac tunnel is completed. It saves nearly five miles of difficult road building. In these tunnels large gangs of men are employed at several points; and the whole line is in a good state of forwardness. With the exception of some miles of easy work near the Greenbrier, which can be done so rapidly that it was not advisable to put it under contract until next Spring, the whole line of the New River and Greenbrier is under contract, and everywhere the contractors' gangs are busily at work. A great part of the road-bed has already been completed, and all is so planned and carried on that the whole line shall be done simultaneously with the tunnel at Great Bend. There is no reason to doubt that, as the work is now going on, the road can be opened by or before next October, which I believe the engineers expect to accomplish. Indeed, though there is still some heavy work to be done—for it is all, or nearly all, heavy work—it seemed to me that the worst had been done first, and that what remains is neither so difficult nor likely to be so costly or tedious as what is finished. The piers of the bridge at the crossing of the New River, at Miller's Ferry for instance, the longest bridge on the road, are completed; and one span of the bridge will be laid this Fall. This bridge will be 670 feet long, and the span which was being raised when I passed there was 250 feet in length.

There is very little bridging needed on the New River (I believe there is only one other bridge besides that mentioned above,) and there will be no trestle-work at all for 110 miles of road. Eventually, I believe, it is intended to replace all the trestle-work there is with masonry or with dirt embankments. I noticed that every bridge, since we left the Ohio River, is completed, for a double track; and I am told that all the tunnels but two on the whole line are made to take a double track also. Indeed, *Thorough* seems to be the motto of the engineers. About 5,000 men are now employed on the work of construction along the unfinished part of the line. The main road from Colesmouth to Kanawha Falls lies almost constantly in sight of the railroad, and frequently crosses it, and thus we had an opportunity to see the condition of this work, so important to all this region. The grading is completed, with a few unimportant breaks, to the Falls; the ties are either laid or at hand and all is ready for the iron. The work has not been very heavy so far, for the country is comparatively easy. The mountain torrents, which pour into the Kanawha, have made necessary a good deal of masonry, and it is very plain that the Company's Chief Engineer Major H. D. Whitcomb, has known how to select good masons. The high stone arches, bridges, and culverts are admirably solid, and the sandstone of the country has been laid in so workmanlike a manner that our party often stopped in admiration of it. I do not know of a road in the country whose stonework will compare with that of the Chesapeake and Ohio Railroad, so far as I have seen it.

**T**he Baltimore *Sun* says that the subject of a narrow gauge railway from that city to Catoonsville is engaging the attention of those interested in the matter, and that the preliminary surveys for a route for the contemplated road have been ordered.

**T**Recently two narrow gauge locomotives were shipped from Pittsburgh for the Cherokee Railway Company of Georgia. These were the first narrow gauge locomotives built west of the Allegheny mountains.

**T**he Guilford extension of the Bangor and Piscataquis Railroad is progressing finely. Four miles of track have been laid, and half that distance has been ballasted.

#### Lake Shore and Michigan Southern Railway.

The earnings of this road for the year ending December 31, 1870, were as follows:

From passengers	\$4,153,612 11
" freight	8,658,661 81
" express	282,088 87
" mails	142,190 67
" rents	47,657 67
" interest and dividends	56,096 92
" sixty per cent. J. & F. earnings	77,542 00
" all other sources	89,790 81
	<hr/>
	\$18,457,540 86

#### Expenses, viz:

Repairs of road	\$1,315,188 64
" engines	543,973 74
" cars	659,987 46
" bridges	128,899 07
" fences	79,074 26
" buildings	290,157 49
New & re-rolled rails	701,149 71
Fuel consumed	968,434 25
Oil, waste, etc.	151,969 16
Supplies	154,655 07
Loss and damage	106,883 36
General office exp.	193,783 16
Conductors, etc.	483,659 16
Engine and firemen	468,619 28
Agents & stat'n labor	1,200,194 51
Telegraph repairs and supplies	17,162 61
Gas light account	17,187 51
Law expenses	23,479 98
New York office	10,866 39
Rents payable	54,706 14
Outside agencies and advertising	191,417 51
Contingencies	12,527 49
Hire of cars	204,008 25
Insurance	4,518 05
Taxes, national	96,596 78
Taxes, state and local	385,227 65
	<hr/>
	8,368,821 08

Net earnings, 37.8 per cent. \$5,088,719 78

#### From which deduct—

Int. on funded debt	\$1,590,052 42
Interest on guar. stock	53,350 00
Rent Erie and Kalamazoo Railroad	30,000 00
Rent Kalamazoo, Allegan and Grand Rapids Railroad	103,800 00
Dividend August 1, 1870, 4 per cent.	1,376,180 00
Dividend February 1, 1871, 4 per cent.	1,376,180 00
	<hr/>
	4,529,562 42

Surplus for the year \$559,157 36

The Lake Shore and Michigan Southern Railway Company is a consolidation of the following roads:

The Buffalo and State Line Railroad—extending from the city of Buffalo, in the State of New York, westward, to the State line of Pennsylvania. 68 miles. The Erie and North-East Railroad—extending from the State line of Pennsylvania to the city of Erie, in the State of Pennsylvania. 20 miles.

These two roads were consolidated, under the name of the Buffalo and Erie Railroad Company, in the year 1867, in pursuance of laws of the States of New York and Pennsylvania.

The Cleveland, Painesville and Ashtabula Railroad—extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio. 95 miles.

The Cleveland and Toledo Railroad—extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio. 113 miles.

With a Branch, (or Northern Division,) extending from Elyria, (twenty-six miles west of Cleveland,) to the city of Sandusky, in the State of Ohio. 35 miles. Also, extending from Oak Harbor, (twenty-six miles west of Sandusky,) to Millbury, (near Toledo) 15 miles.

These two roads last mentioned were consolidated, under the name of the Lake Shore Railway Company, in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania.

The Michigan Southern and Northern Indiana Railroad—extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois. 224 miles.

This road was consolidated with the Lake Shore Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, in May, 1869, pursuant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois.

In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, pursuant to the laws of the State of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, in the State of New York, and Chicago, in the State of Illinois.

This company owns and controls branches as follows:

Elyria, Ohio, to Sandusky, Ohio. 35 miles. Oak Harbor, Ohio, to Millbury, Ohio. 15 miles. Toledo, Ohio, to Elkhart, Indiana, (Air Line) 133 miles.

Adrian, Michigan, to Jackson, Michigan 46 miles. Adrian, Michigan, to Monroe, Michigan 33 miles.

The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company:

The Detroit, Monroe and Toledo Railroad—extending from Toledo, in the State of Ohio, to the city of Detroit, in the State of Michigan. 65 miles. The Kalamazoo and White Pigeon Railroad—extending from White Pigeon, Michigan, to Kalamazoo, Michigan. 37 miles.

The following roads are operated by this company under leases:

The Jamestown and Franklin Railroad—extending from Jamestown, Pennsylvania, (where it connects the Erie and Pittsburg Railroad,) to Oil City, Pennsylvania. 51 miles. It is contemplated at an early day to construct the line from Jamestown to our Main Line at Ashland, Ohio.

This company has a large proprietary interest in this road, and operates it under a lease for sixty per cent of the earnings. We also operate

The Kalamazoo, Allegan and Grand Rapids Railroad—extending from Kalamazoo, Michigan, to Grand Rapids, Michigan. 58 miles.

The terms of this lease are the payment of interest on bonds and stock amounting to \$103,800 per annum.

That portion of our Main Line from Toledo, Ohio, to Adrian, Mich., thirty-three miles, was acquired by a perpetual lease from the Erie and Kalamazoo Railroad Company, by the terms of which this company pays the sum of \$30,000 per annum.

The whole number of miles of Railroad owned and leased by this company is one thousand and thirteen.

The company also has thirty-six miles of double track, mainly between Erie and Cleveland, and two hundred and thirty-nine miles of side tracks.

To meet the rapidly increasing business of the road it was found necessary, during the past year, to increase equipment to the extent of twenty-five

new engines, and six hundred and one additional cars of various classes, at a cost of \$654,309 45. The equipment at the close of the fiscal year stood as follows:

Engines .....	299
Passenger cars—all classes .....	247
Freight cars—all classes .....	6,077

The authorized capital stock is \$50,000,000. Of this sum there has been issued to the stockholders of the various companies entering into the consolidation \$35,000,000, leaving the sum of \$15,000,000, which, under the provisions of the consolidation agreement, a copy of which is hereto appended, can be issued only by authority of a previous vote of the stockholders.

Of the \$35,000,000 of stock issued, the sum of \$533,500 is claimed to have been guaranteed by the late Michigan Southern and Northern Indiana Railroad Company, as entitled to dividends at the rate of ten per cent. per annum. A claim is being preferred by holders of a portion of the guaranteed stock, for dividends from 1857 to 1863, when the regular payment of dividends was commenced, which claim is in litigation.

The claim for back dividends has been released on three thousand five hundred and six shares, leaving one thousand eight hundred and twenty-nine shares unassented.

The bonded debt of the company (including the debt of the Detroit, Monroe and Toledo Railroad Company, and the Kalamazoo and White Pigeon Railroad Company, the stock of both of which roads is owned by this company) amounts to \$22,283,000.

The annual charge for interest on this debt, and the \$466,000 bonds of the late Cleveland and Toledo Railroad Company, in the hands of the sinking fund Commissioners, is \$1,594,430.

The rate of interest is seven per cent. on all except \$200,000, which is eight per cent.

Of this, debt nineteen classes of bonds are secured by mortgages on distinct portions of the several roads entering into the consolidation.

The company, on July 1, 1870, executed a consolidated mortgage, with a provision for a sinking fund, to secure the payment of bonds registered and coupon, to the amount of \$25,000,000, bearing interest at the rate of seven per cent. per annum.

The interest on the registered bonds is payable quarterly (January, April, July and October), and on the coupon bonds semi-annually (January and July), both at the office of the Union Trust Company of New York.

Of the bonds secured by this mortgage, a sufficient amount has been set apart to secure the payment of the bonded debt at maturity and the proceeds of the residue will be appropriated to double tracking the Main Line and procuring additional equipment.

There has been built at Elkhart, Indiana, (the intersection of the Main and Air Lines,) a machine shop of brick and iron, six hundred feet in length by one hundred and twenty in width, with blacksmith shop connected therewith, one hundred feet in length, by seventy-two in width, with other improvements, at a cost of \$141,881 26.

This construction has enabled the Company to dispense, substantially, with the machine shops at Adrian and Laporte. The machine shop at Adrian has been appropriated to the Car Department. The shop at Laporte has been entirely discontinued. This has resulted in the saving of a large annual outlay, and in greatly increased facilities in the transaction of the business of the company.

New depots and other structures, where none had previously existed, have been erected at other points upon the road at a cost of \$139,567 57.

Additional second track and side tracks, thirty-four miles in extent, have been constructed, at a cost of \$314,406.

There has been expended in bridge masonry and permanent embankment, the sum of \$391,039 98.

There has been expended in permanent work upon the Kalamazoo Division the sum of \$73,300.

A further sum \$89,449 65 has been expended in miscellaneous construction.

There has been advanced, for the purpose of the construction of the extension of the Jamestown and Franklin Railroad, from Franklin to Oil City and beyond, during the past year, the sum of \$421,262 26. The completion of this extension has contributed to a large increase of the traffic of this company.

There has been placed in the track, during the past year, eighteen thousand six hundred and sixty-one tons of new and re-rolled rails, including three thousand and fifty-four tons of steel rails. The cost of these rails, with the exception of the iron used in the construction of new side tracks, has been charged to operating expenses.

The business of the last year has demonstrated the necessity of additional double track, and it has been determined to construct, during the present year, one hundred and fourteen miles between the cities of Buffalo and Toledo, that being the part of the road where additional facilities are more immediately and imperatively required.

This includes the rebuilding of that portion of the Northern Division of the late Cleveland and Toledo Railroad, extending from Sandusky, Ohio, to Oak Harbor, about twenty-six miles.

The expenditures for construction during the year, as stated in the Report of the President, amounted to \$1,099,644 41; real estate purchased, \$13,916 49; new engines, \$266,816 45; new cars, \$387,993; advances for construction of Jamestown and Franklin Railroad (\$421,262 26, less \$300,000 their 2d mort. bonds at 85c., \$255,000, and 40 per cent. earnings of that road, \$51,684 67) \$114,567 59—total, \$1,882,487 94.

The means to meet the above expenditures have been derived from the following sources, viz: surplus earnings, as already shown, \$559,157 36; proceeds of \$718,817 82 increase of debt—funded and floating—\$685,817 82; sales real estate, Chicago, etc., \$475,865 61; note, Le Grand Lockwood, paid, \$139,989 90; decrease in other available assets, \$21,607 25—total, as above, \$1,882,487 94.

The number of engines on the road December 31, 1870, was 299. Miles run by engines, 8,229,447. Cost per mile run, 6.67 cents. The cars are classified as follows: first-class passenger 125, second class and smoking 15, emigrant 38, railroad postal 5, baggage and postal 12, baggage 48, directors' 2, paymasters' 2, box freight 8,329, stock and oil 1,001 platform, 1,247, coal 362, caboose 188.

Tons of through freight moved eastward, 1,315,984; do., westward, 443,217—total, 1,759,201. Way freight, eastward, 691,287; do., westward, 495,286—total, 1,186,573. Through and way eastward bound freight, 2,007,271; do., westward, 938,503—total freight movement, 2,945,774. Tons carried one mile eastward, 411,047,535; do., westward, 158,786,181—total, 569,833,666.

Number of through passengers carried, (between Buffalo and Chicago only) 1st class 61,474; 2d class, 8,277; 3d class, 3,277—73,028. Way passengers, 1st class, 1,880,083; 2d class, 22,859; 3d class, 24,854—total, 1,927,796. Total of all classes, 2,000,824. Passengers carried westward, 1,039,646; do., eastward, 961,178. Miles travelled by through passengers, 39,485,120; do., way passengers, 119,955,817—total mileage of passengers, 159,390,987.

Tons of eastward bound freight carried on the Jamestown and Franklin Railroad, 37,079; do., westward, 85,089—total, 122,118. Tons carried one mile, 4,201,905. Through passengers carried, 5,869; way do., 58,747—total, 64,616. Total mileage of passengers, 1,109,177.

#### CONDENSED BALANCE SHEET, Dec. 31, 1870.

##### ASSETS.

Railroads:	
Buffalo to Chicago .....	\$42,701,846 08
Toledo to Detroit .....	1,291,968 18
White Pigeon to Kalamazoo .....	610,000 00
Expended on Ashtabula Branch ..	364,005 59
	\$44,967,819 75
Equipment .....	8,128,981 40
Jamestown and Franklin R. R.:	
Advances to that company to Dec. 31, 1870 .....	\$813,345 63
First mortgage bonds .....	279,300 00
Second " .....	255,000 00
Stock .....	320,000 00
	1,667,645 63
Detroit, Monroe and Toledo R. R. stock .....	412,600 00
General office building, Cleveland (40 per cent.) .....	11,612 14
Working supplies, fuel &c., on hand	1,940,071 62
Cash in hands of Ass't Treasurer and Paymasters .....	87,677 29
Uncollected earnings .....	373,649 77
Due from N. Y. Central R. R. (paid in January) .....	281,427 88
Due from Post Office Department .....	60,384 10
Individual accounts .....	100,792 91
Stocks and bonds .....	2,789,611 11
Buffalo, Corry and Pittsburg Railroad, advances to .....	34,658 18
a Pacific Hotel Co. advances to .....	18,750 00
Bills receivable, (Lockwood) .....	400,000 00
Bills receivable .....	31,648 48
	\$62,287,279 71

##### LIABILITIES.

Capital stock .....	\$34,404,500 00
Guaranteed stock, (10 per cent.) .....	533,500 00
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\$34,938,000 00

##### Funded debt:

Michigan Southern .....	\$8,873,000
Lake Shore less 466,000 in sinking fund .....	6,527,000
Buffalo and Erie .....	3,623,000
White Pigeon and Kalamazoo .....	600,000
Lake Shore and Michigan Southern .....	2,660,000
	22,283,000 00

NOTE.—Kalamazoo, Allegan and Grand Rapids bonds \$840,000, and stock \$610,000, on which we pay as rent of that road, are not included in the above liabilities of this company.

Dividend of Feb. 1, 1871 .....	1,876,180 00
Dividend of Feb. 1, 1871, on guaranteed stock .....	26,675 00
Unclaimed dividends and coupons .....	29,968 75
December expenses payable in Jan. .....	976,980 51
Bills payable .....	845,451 97
Due James H. Bunker, Treas. ....	245,805 39
Due Commissioners of sinking fund .....	35,328 50
Profit and loss .....	1,529,889 59
	\$62,287,279 71

President.—HORACE F. CLARK.

Vice President.—AUGUSTUS SCHELL.

Directors.—Horace F. Clark, James H. Bunker, Augustus Schell, Azariah Boody, New York; William Williams, Buffalo, N. Y.; H'ry B. Payne, Amasa Stone, Jr., Stilman Witt, Cleveland, O.; William L. Scott, Milton Courtright, John A. Tracy, Erie, Pa.; Albert Keep, Chicago, Ill.; William D. Bishop, Bridgeport, Conn.

Treasurer.—JAMES H. BANKER.

Secretary & Ass't Treas.—GEORGE B. ELY.

Auditor.—C. P. LELAND.

General Manager.—J. H. DEVEREUX.

Gen'l Superintendent.—CHARLES F. HATCH.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are lease roads.	Stock ct. standing.	Dividend a. s. i. ds	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out- standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out- standing.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna. *100	23,355,000	J. & J.	Jul. '71 3	Hartford and New Haven. 100	4,706,925	J. A. J & O	Oct. '71 3	Portl., Saco & Portsmouth. 100	1,500,000	J. & D.	Jun. '71 5
American Central. .... 100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph. 100	4,151,700	.....	Aug. '70 3	Ports. Gt. Falls & Conway. 100	170,000	J. & J.	July '71 4
Atlanta and West Point. 100	1,232,200	J. & J.	July '70 4	Do. co pref. 100	6,078,224	.....	Aug. '70 7	Providence & Worcester. 100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina. 100	5,545,225	.....	.....	Hanover Branch, Pa. 100	116,860	M. & N.	May '71 1	Raleigh and Gaston. ....	.....	.....	July '71 6
Atlantic & Gt. Western. 50	25,879,923	.....	.....	Houstonian. .... 100	920,000	.....	.....	Rensselaer and Saratoga. 100	6,000,000	A. & O.	Apr. '71 8
" " " pref. 50	1,919,000	.....	.....	" pref. 100	1,180,000	J. & J.	July '71 4	Richmond and Danville. 100	4,000,000	.....	.....
Atlantic & St. Lawrence. 100	2,494,900	M. & S.	Sept. '71 2	Huntingdon & B'd Top. 50	615,950	.....	.....	Richmond and Petersburg. 100	847,100	.....	.....
Augusta and Savannah. 100	733,700	J. & J.	Jan. '70 8	" " " 1 ref. 50	212,350	J. & J.	Aug. '71 5	Rich, Fred. and Potomac. 100	1,041,800	.....	.....
Baltimore and Ohio. .... 100	13,151,962	A. & O.	Apr. '71 0	Illinois Central. .... 100	25,280,240	J. & J.	Aug. '71 5	Rockport. .... 100	88,460	.....	Nov. '67 2
Do. Washington Br. .... 100	1,860,000	A. & O.	Apr. '71 4	Indianapolis, Cin. & Lafay. 50	6,185,897	M. & S.	Sep. '71 4	Rome, Watert. and O'nb. 100	2,998,900	J. & J.	July '71 4
Baltimore City Passenger. .... 670,000	670,000	J. & J.	July '71 4	Jefferson, Mad. & Ind. .... 100	2,000,000	J. & J.	Jan. '61 5	Rutland, preferred. .... 100	1,831,400	F. & A.	Aug. '71 3
Bay de Noquet & Marq. 100	1,250,000	A. & O.	Apr. '68 8	Joliet and Chicago. .... 100	1,500,000	J. A. J & O	July '71 14	St. L. Ali. and T. Haute. 100	2,300,000	.....	.....
Belvidere Delaware. .... 100	905,800	.....	.....	Joliet & North. Indiana. 100	300,000	J. & J.	July '71 4	" " " " " pref. 100	2,040,000	Annual.	May '68 7
Berkshire. .... 100	600,000	J. A. J & O	July '71 11	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Aug. '71 4	St. L. Jack'n. and Chic'go. 100	2,478,750	.....	.....
Blossburg & Corning. .... 50	250,000	J. & D.	Jun. '71 2	Lackawanna & Blooms. 50	633,500	F. & A.	Aug. '71 4	Sandusky and Cincinnati. 100	2,050,000	.....	.....
Boston and Albany. .... 100	19,150,800	M. & N.	May '71 5	Leeds and Farmington. .... 100	1,835,000	.....	.....	Sand, Mans. and Newark. 100	445,596	M. & N.	May '71 3
Boston and Chelsea. .... 100	110,000	A. & O.	Oct. '71 4	Lehigh and Mahanoy. 50	2,158,565	J. & J.	July '71 3	Savannah and Charleston. 100	905,222	.....	.....
Boston, Concord & Mont. 100	459,000	.....	.....	Lehigh and Susquehanna. 50	8,739,800	M. & N.	May '67 5	Schuylkill and Susqueh'a. 50	1,289,150	.....	.....
Do. pref. 100	1,340,400	M. & N.	May '71 3	Lehigh Valley. .... 50	17,716,400	J. A. J & O	Oct. '71 25	Second and Third St. (Ph.) 50	203,757	J. @ J.	July '71 5
Boston and Lowell. .... 500	2,215,000	J. & J.	July '71 4	Lehigh Luzerne. .... 50	344,650	J. & J.	Jan. '69 5	Schuylkill Valley. .... 50	576,050	J. & J.	Jul. '71 24
Boston and Maine. .... 100	4,471,275	J. & J.	July '71 4	Little Miami. .... 50	3,572,400	M. J. S. D.	Sept. '71 2	Seaboard and Roanoke. 100	868,200	M. & N.	Nov. '70 4
Boston and Providence. .... 100	8,700,000	J. & D.	June '71 5	Little Schuylkill. .... 50	2,846,100	J. & J.	July '71 14	Second Avenue (N. Y.). 100	670,000	.....	July '70 2
Broadway (South Boston) 50	400,000	J. A. J & O	Oct. '71 2	Lomb. and South St. (Ph.) 25	90,000	.....	17th & 19th streets (Ph.). 50	130,000	.....	Dec. '70 2	
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & D.	June 70 3	Long Island. .... 50	3,000,000	M. & S.	Sept. '71 3	Shamokin V. and Pottav. * 50	869,450	F. & A.	Aug. '71 8
Brooklyn Cl. 100	1,000,000	F. M. A.	Aug. '71 1	Louisv. and Lexington. .... 50	1,623,482	J. & J.	Jul. '71 4	Shore Line. .... 100	632,200	J. & J.	Jul. '71 24
Brooklyn City & New'ln. 100	392,800	.....	July '70 24	Louisv. and Nashville. 100	8,680,912	F. & A.	Feb. '71 4	Sixth Avenue (N. Y.). 100	750,000	.....	May '70 7
Buffalo, Bradford & Pitta. 100	1,100,000	M. & N.	May '71 8	Louisv. N. Alb. & Chicago. 100	2,800,000	A. & O.	Dec. '70 3	Somerville. .... 100	75,000	M. & N.	May '71 3
Buff, New York & Erie. * 100	950,000	.....	.....	Lowell Horse. .... 100	200,000	J. & J.	Oct. '71 2	South Carolina. .... 100	5,819,275	.....	Jul. '68 3
Builo, Bradford & Pitt. .... 100	5,000,000	F. & A.	Aug. '70 4	Lowell & Lawrence. .... 100	55,830	J. & J.	Jan. '70 3	South Shore. .... 100	259,685	F. & A.	Aug. '71 4
Burlington and Mo. Riv. .... 100	1,237,000	March.	Mar. '71 10	Macon and Western. .... 100	2,500,000	J. & J.	July '71 5	South Western, Georgia. * 100	2,934,900	J. & J.	Jul. '67 4
Camden and Amboy. .... 100	7,700	A. & O.	Oct. '71 1	Mahanoy & B'd Mount'n. 50	1,616,915	J. & J.	July '71 5	Staten Island. .... 100	660,000	.....	May '70 3
Camden and Atlantic. .... 50	333,000	F. & A.	Aug. '71 3	Maine Central. .... 100	3,400,500	.....	Stony Brook. .... 100	267,300	M. & N.	May '70 3	
" " " pref. 50	753,69	.....	.....	Manchester & Lawrence. 100	1,000,000	M. & N.	May '71 5	Stockbridge & Pittsfield. 100	445,700	.....	.....
Camden & Burlington Co. 100	331,000	.....	July '69 3	Marietta & Cincinnati. 50	2,029,778	.....	Summit Branch. .... 50	250,000	F. & A.	Aug. '71 3	
Cape Cod. .... 60	915,577	J. & J.	Jul. '71 24	" 1st pref. 50	8,130,719	M. & S.	Sep. '66 3	Syr., Bingham, and N. Y. 100	1,314,130	.....	.....
Cape May and Millville. * 50	447,000	J. & D.	June '71 8	" 2d pref. 50	4,460,368	M. & S.	Sep. '66 3	Taunton Branch. .... 100	400,000	J. @ D.	July '71 4
Catawissa. .... 50	1,19,500	.....	.....	Memphis and Charleston. 100	5,312,725	F. & A.	Dec. '70 2	Tennessee and Alabama. 100	595,922	.....	.....
Catawissa, pref. .... 50	2,200,000	M. & N.	May '71 3	Memphis and Ohio. .... 100	570,000	.....	Terre Haute and Indiana. 100	1,983,150	J. & J.	July '71 6	
Cayuga & Susquehanna. * 50	589,110	J. & J.	July '71 4	Metropolitan (Boston). 100	1,260,000	J. & J.	July '71 6	Third Avenue (N. Y.). 100	1,750,000	.....	May '70 7
Cedar Rapids & Mo. pref. 100	755,000	M. & N.	May '71 8	Michigan Central. .... 100	13,225,848	J. & J.	July '71 6	Thirteenth and Fif. (Ph.). 50	574,475	J. @ J.	July '71 2
Central of Georgia. 100	4,666,300	J. & J.	July '70 5	Middleboro' and Taunton. 100	149,029	J. & D.	Dec. '70 2	Tol., Peoria and Warsaw. 100	2,700,000	.....	.....
Central of New Jersey. .... 100	16,000,000	J. & J.	Oct. '71 2	Middlesex (Boston). .... 100	400,000	J. & D.	Dec. '70 2	" (E. D.) pref. 100	1,700,000	January,	1870,114s
Central Ohio. .... 100	2,425,000	J. & D.	June '71 3	Mill Creek and Minehill. * 50	323,375	J. & J.	July '71 6	Tol., Wabash and West. .... 100	14,700,000	.....	.....
Do. pref. .... 100	400,000	J. & D.	June '71 24	Millville and Glassboro. * 100	405,020	F. & A.	Feb. '70 5	" pref. 100	1,000,000	M. & N.	May '70 3
Cen. Park, N. & E. River. 100	970,000	.....	.....	M. Hill & Schuylk. Haven. 50	10,422,664	F. & A.	Dec. '70 7	Troy and Boston. .... 100	607,111	.....	.....
Chemung. .... 100	380,000	J. A. J & O	Jan. '70 3	" " " pref. 100	10,424,908	F. & A.	Dec. '70 7	Troy and Greenbush. * 100	274,400	J. & D.	Jun. '71 3
Cheshire, preferred. .... 100	2,085,925	J. & J.	Sept. '71 8	Mobile and Ohio. .... 100	3,856,450	J. & J.	July 13	Union Transport'n (Bos.). 100	200,000	M. & N.	Nov. '70 4
Chicago and Alton. .... 8,925,500	8,925,500	M. & S.	Sept. '71 8	Montgomery & W. Point. 100	1,644,10	J. & D.	Dec. '67 4	Union (Phila.). 100	291,475	J. @ J.	July '71 1
" " " pref. 100	2,425,400	M. & S.	Sept. '71 8	Morris and Essex. * 50	11,900,950	J. & D.	Dec. '67 4	Utica and Black River. .... 100	1,666,000	J. & J.	June '71 4
Chicago, Burl. & Quincy. 100	18,580,210	M. & S.	Aug. '71 4	Mt. Carbon & Pt. Carbon. * 50	282,330	J. & J.	July 14	Vermont and Canada. * 100	2,500,000	.....	.....
Chicago, Iowa & Nebra. * 100	1,000,000	J. & D.	Oct. '71 4	Nashua and Lowell. .... 100	720,000	M. & N.	May '71 5	Vicksburg and Meridian. 100	2,660,000	J. & J.	July '71 2
Chicago and Milwaukee. * 100	2,247,000	A. & O.	Oct. '71 4	Naugatuck. .... 100	2,056,544	.....	Virginia Central. .... 100	3,353,078	.....	.....	
Chicago and N. Western. .... 100	17,000,000	A. & O.	Jan. '68 2	New Bedford & Taunton. 100	500,000	F. & A.	Dec. '70 5	Virginia and Tennessee. 100	3,566,300	.....	.....
" " " pref. 100	20,370,293	J. & D.	June '71 5	New Haven & N. London. 100	738,588	A. & O.	Apr. '71 4	Western Union. .... 100	2,707,893	.....	.....
Chicago, R. I. & Pacific. .... 100	17,000,000	A. & O.	Oct. '71 4	New Haven & Northampton. 100	1,800,000	J. & J.	Jan. '68 3	West Jersey. .... 100	1,209,000	F. & A.	Aug. '71 4
Cin, Ham. & Dayton. .... 100	3,600,000	A. & O.	Jan. '68 2	New London Northern. 100	1,003,500	F. & A.	Aug. '71 3	West Philadelphia. .... 100	249,100	J. & J.	July '71 5
Cincinnati City Passenger. .... 100	1,000,000	J. & J.	July '71 4	New London Northern. 100	1,000,000	A. & O.	Oct. '71 4	Wilm. and Weldon. .... 100	1,463,775	J. & J.	Jan. '71 3
" " " Street. .... 100	1,000,000	F. M. A.	Aug. '71 4	Newark Certificates. 100	4,428,330	A. & O.	Oct. '71 4	Winchester and Potomac. .... 100	1,847,650	J. & J.	Jan. '71 5
Cin, Sand. & Clev. pref. .... 50	423,646	M. & N.	May '71 3	" pref. 50	1,500,000	J. & J.	July '71 4	Worcester and Nashua. .... 75	1,400,555	J. & J.	July '71 5
Citizens' Passenger (Phl). 100	192,750	J. & J.	July '71 4	New York & New Haven. 100	9,000,000	J. & J.	July '71 5	CANALS.	.....	.....	.....
Conn. & Passen. * pref. 100	2,084,200	F. & A.	Aug. '71 3	Nil. Prov. & Boston. 100	2,000,000	J. & J.	July '71 5	Chesapeake and Delaware. 50	1,983,563	J. & D.	June '71 3
Connecticut River. .... 100	1,740,000	J. & J.	July '71 4	Ning. Bridge & Cana. 100	1,000,000	J. & J.	July '71 5	Chesapeake and Ohio. .... 25	8,228,695	.....	.....
Cumberland & Md. V. .... 100	3,116,900	A. & O.	Apr. '71 4	Norfolk & Petersb. 50	137,500	J. & J.	Jan. '71 3	Delaware Division. .... 50	1,833,350	F. & A.	Aug. '71 4
Cleveland & Mahoning. * 50	2,050,500	M. & N.	May '71 3	North Carolina. .... 50	4,000,000	A. & J.	July '70 3	Delaware and Hudson. 100	15,000,000	F. & A.	Aug. '71 6
Cleveland and Pittsburg. .... 50	7,494,588	F. M. A. N.	Aug. '71 2	North Eastern (N. S. C.) pref. 100	155,000	M. & N.	May '67 4	Delaware and Raritan. 100	5,847,677	F. & A.	Aug. '71 3
Cleveland and Toledo. .... 50	5,000,000	F. M. A. N.	Aug. '71 4	North Eastern (N. H.) pref. 100	3,088,400	J. & D.	Dec. '71 5	Erie of Pennsylvania. .... 50	64,000	.....	.....
Delaware. .... 100	1,107,291	J. & J.	Jan. '71 5	North Pennsylvania. .... 50	3,150,150	J. & J.	Dec. '71 5	Lehigh Coal and Navigat. 50	8,739,500	M. & N.	My '67 3
Del., Lackaw. & Western. .... 100	16,277,500	J. & J.	Dec. '70 6	North Penns. .... 50	2,364,400	J. & J.	Aug. '71 5	Monongahela Navigation. 50	728,100	J. & J.	July '70 3
Des Moines Valley. .... 100	1,821,200	.....	.....	" (consolidated). .... 100	1,025,000	F. &					

## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.			Market Price.	HEN PAYABLE.	Market Price.
		Rate.	Payable.	WHEN PAYABLE.			
<b>National Securities Oct. 1, 1871.</b>							
Loan of June 14, 1858	26,045,000	5	Jan. & July.	1874 105			
.. .. .	13,955,000	5	"	1874 110			
Loan of February 8, 1861	13,714,000	6	Jan. & July.	1880 115			
.. .. .	4,701,000	6	"	1880 116			
Oregon War Bonds of March 2, 1861	945,000	6	Jan. & July.	1881 110			
Loan of July 1, and Aug. 3, 1861	124,800,500	6	Jan. & July.	1881 115			
.. .. .	64,520,700	6	"	1881 116			
Loan of Feb. 25, 1862 (5-20s)	80,566,000	5	May & Nov.	1882 120			
.. .. .	380,765,750	6	"	1882 124			
Loan of March 3, 1863	58,352,650	6	Jan. & July.	1881 115			
.. .. .	21,647,350	6	"	1881 116			
Loan of March 3, 1864 (5-20s)	2,497,600	6	May & Nov.	1884 101			
Loan of June 30, 1864 (5-20s)	41,610,500	6	May & Nov.	1884 101			
.. .. .	41,995,700	6	"	1884 113			
Loan of March 3, 1865 (5-20s)	44,839,900	6	May & Nov.	1885 104			
.. .. .	120,622,800	6	"	1885 114			
.. .. .	6,081,550	6	Jan. & July.	1885 114			
.. .. .	169,685,800	6	"	1885 112			
3d series (5-20s)	91,037,800	6	Jan. & July.	1887 112			
.. .. .	235,847,650	6	"	1887 112			
4th series (5-20s)	12,411,000	6	Jan. & July.	1888 113			
.. .. .	26,931,900	6	"	1888 113			
Loan of March 3, 1864, (10-40s)	137,810,100	5	Mar. & Sept.	1904 108			
.. .. .	56,757,200	5	"	1904 109			
Consols of July 14, '70 & Jan. 20, '71	54,471,150	5	F. M. A. & N.	1881			
.. .. .	7,956,350	5	"	1881			
Consols .. .	.. .	4	F. M. A. & N.	1901			
.. .. .	.. .	4	"	1901			
.. .. .	.. .	4	F. M. A. & N.	1901			
.. .. .	.. .	4	"	1901			
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)	27,490,000	3	Dem.	..			
Navy Pension Fund of July 23, 1868 (cur.)	14,000,000	3	Irred.	..			
Certificates of Indebtedness 1870 (cur.)	678,000	4	1875	..			
Pacific R. R. Bonds (currency)	64,618,832	6	Jan. & July.	96-'99 110			
U. S. Notes and Fractional Currency	394,660,231	nil.	..	..			
<b>State Securities, latest dates.</b>							
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872 68			
.. .. .	(extended)	2,414,800	5	" 83-'86			
.. .. .	(sterling)	688,000	6	June 1.	1870		
.. .. .	( " extended)	82,500	6	Jan. & July.	1886		
.. .. .	( " " )	712,800	5	" 1886			
.. .. .	(new)	1,316,700	8	" 86-'88 100			
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899 58			
.. .. .	(Aid R. R.)	3,000,00	7	April & Oct.	1900		
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877 115			
.. .. .	1860	7	"	1880			
.. .. .	Relief Fund Bonds of 1863	424,500	7	"	1883		
.. .. .	Bounty Fund Bonds of 1864	805,000	7	"	1884		
.. .. .	Central Pacific R. R. Loan of 1865	1,500,000	7	"	1885		
Connecticut—War Bonds, of 1861, (10-20s)	5,927,000	6	Jan. & July.	'81-'82			
.. .. .	.. .	6	April & Oct.	1884 101			
.. .. .	.. .	6	"	1888			
.. .. .	.. .	6	Var.	..			
Florida—State Bonds 1868	867,500	6	Jan. & July.	1898			
.. .. .	1869	6	"	1889			
.. .. .	Railroad Loans \$16,000 per mile	300,000	6	"	1889		
Georgia—W. & At. R. R. to 1841	1,023,000	6	Various.	'71-'74 84			
.. .. .	1842 to 1848	273,000	7	Various.	'72-'74 92		
.. .. .	At. & Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86 84		
.. .. .	Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886 93		
Illinois—Interest Bonds of 1847	980,698	6	"	1877 100			
.. .. .	Stock of 1857	124,311	6	"	1877		
.. .. .	Refunded Stock Bonds	348,000	6	"	1878		
.. .. .	Normal University Bonds	45,000	6	"	1879		
.. .. .	Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879		
.. .. .	War Loan Bonds	416,800	6	Jan. & July.	1879		
Indiana—State Bonds	.. .	6	"	1886			
.. .. .	.. .	6	May & Nov.	1888			
Iowa—War and Defense Bonds of 1861	204,000	6	Jan. & July.	1881			
Kansas—State Bonds	300,000	7	Jan. & July.	1881			
.. .. .	military	100,675	6	"	1884		
Kentucky—State Bonds of 1841-42	1,059,500	7	"	1884			
.. .. .	.. .	7	..	1885			
.. .. .	.. .	7	..	1886			
.. .. .	.. .	7	..	1887			
.. .. .	.. .	7	..	1888			
Louisiana—Charity Hospital	86,000	6	Mar. & Sept.	1872			
.. .. .	State Bonds, general	750,000	6	Jan. & July.	1893 68		
.. .. .	Railroad Bonds	561,000	5	Various.	70-'79		
.. .. .	Levee Bonds 1865	2,052,000	6	Various.	'93-'96 69		
.. .. .	.. .	1,000,000	8	Various.	1886		
.. .. .	.. .	3,000,000	8	May & Nov.	1907 71		
.. .. .	.. .	997,300	6	Mar. & Sept.	1875 85		
.. .. .	.. .	..	..	1889			
.. .. .	.. .	..	..	1890			
.. .. .	.. .	..	..	1891			
.. .. .	.. .	..	..	1892			
.. .. .	.. .	..	..	1893			
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.. .. .	.. .	..	..	1911			
.. .. .	.. .	..	..	1912			
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.. .. .	.. .	..	..	1914			
.. .. .	.. .	..	..	1915			
.. .. .	.. .	..	..	1916			
.. .. .	.. .	..	..	1917			
.. .. .	.. .	..	..	1918			
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.. .. .	.. .	..	..	1920			
.. .. .	.. .	..	..	1921			
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.. .. .	.. .	..	..	1968			
.. .. .	.. .	..	..	1969			
.. .. .	.. .	..	..	1970			
.. .. .	.. .	..	..	1971			
.. .. .	.. .	..	..	1972			
.. .. .	.. .	..	..	1973			
.. .. .	.. .	..	..	1974			
.. .. .	.. .	..	..	1975			
.. .. .	.. .	..	..	1976			
.. .. .	.. .	..	..	1977			

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price
			When.	Where.						When.	Where.		
Adirondack:													
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	...	Buffalo, Corry and Pittsburg:						
Alabama and Chattanooga:							1st Mortgage (B., C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	...
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	...	1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	...
2d Mortgage.....	9,000pm	8	"	"	1889	...	Buffalo, New York and Erie:						
Alabama and Georgia:							1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	96
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	...	2d Mortgage.....	380,000	7	May & Nov.	"	1872	...
Albany and Susq. (D. & H. Canal):							Burlington, Cedar Rapids & Minn.:						
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	...	1st Mortgage conv. & skg'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	93	Burlington and Missouri River:						
2d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	...	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	...	Stock Bonds "	1,999,380	8	"	"	1878	...
Allegheny Valley:							Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
1st General Mortgage, 1866.....	4,000,000	7-3	Jan. & July.	New York.	1896	94	Stock Bonds "	1,246,800	8	Jan. & July.	"	1889	...
1st Mortgage, Eastern Extension	48,000	7	.....	.....	.....	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	...	
Special Bonds to State of Penn.	3,500,000	6	.....	.....	.....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94	
American Central (C. B. & Q.):						Burlington & Mo. Riv. in Neb.:							
1st Mortgage, traffic guar. 1885..	800,000	8	Jan. & July.	New York.	1878	...	1st Mort. for \$5,000,000, conv. ....	3,360,000	8	Jan. & July.	Boston.	1894	96
Androscoggin:						California Pacific:							
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	...	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	106
Andros. & Kennebec (Maine C.):						Camden and Amboy:							
1st Mortgage 1860 and 1861....	1,100,000	6*	Feb. & Aug.	Boston.	1900-91	86	Sterling Bonds, £288,600 at 4.84..	1,396,824	6*	April & Oct.	London.	1880	...
Atchison, Topeka and Santa Fe:						Dollar Loan of 1875.....	675,000	6	"	"	New York.	1875	97
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	83	Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	90
Atlanta and Richmond Air Line:						Dollar Loan of 1889.....	866,000	6	March & Sept.	"	"	1889	90
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	...	Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	95
Atlantic and Great Western:						Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	...	
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	176-84	...	Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	...
2d Mortgage (N. Y. Penn. & O.)	3,908,000	7*	"	"	"	Camden and Atlantic:							
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895		1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	...
Atlantic and Gulf:							2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	...
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887		Camden and Burlington County:						
Atlantic, Mississippi and Ohio:							1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	...
1st Mortgage on whole line.....	15,000pm	7	.....	New York.	1901		Carthage & Burlington (C.B. & Q.):						
Atlantic and North Carolina:							1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	...
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873		Catawissa:						
Atlantic and Pacific:							1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	96
Land Mort. (500,000 acres)....gold	3,000,000	6*	Jan. & July.	New York.	1888		Cedar Falls and Minnesota (I.I. C.):						
1st Mortgage (So. Pacific)....gold	7,250,000	6*	"	"	1888		1st Mort. (C. F. to Waver. 14 m.)	204,000	7	April & Oct.	New York.	1884	86
Atlantic and St. Lawrence:							1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	...
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871		Cedar Rapids and Mo. Riv. (C&NW):						
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871		1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-16	90
3d Mortgage, sterling.....	885,500	6*	"	London.	1884		Central Branch Union Pacific:						
Sterling Loan of 1864 (5-20c)....	484,000	6*	May & Nov.	"	1878		1st Mort. (Ateh. & Pike's P.) gold	1,600,000	6*	Mav & Nov.	New York.	1895	...
Bald Eagle Valley (Penn. R.R.):							2d Mortgage Governm't subsidy.....	1,600,000	6	Jan. & July.	"	1895	...
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881		Central of Georgia:						
2d Mortgage.....	100,000	7	"	"	1884		1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	...
Baltimore and Ohio:							Central of Iowa:						
Loan of 1855, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96	1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	...
Loan of 1850.....	579,500	6	"	"	1880	95	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	...
Loan of 1863.....	1,710,500	6	April & Oct.	"	1885	93	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	102
Loan of 18-0.....sterling	3,872,000	6*	March & Sept.	London.	1895		Central Ohio (B. & O.):						
Loan of 1863 (Baltimore) skg fd.	5,000,000	6	Jan. & July.	Baltimore.	1890		1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	84
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$3,000,000 g'd.....	6*	Jan. & July.	New York.	1899	...	1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	100	
Banger and Piscautqua:							Subordinate Loan (Int. by State)	1,500,000	7*	"	"	1885	...
1st Mortgage (Bangor) loan.....	587,000	6	April & Oct.	Bangor.	1890	...	Convertible bonds.....	1,500,000	7*	"	"	1883	101
Barclay Coal:							Income bonds.....	10,000,000	...				
1st Mortgage.....							Charleston and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	...
1st Mort. guar. by F. & P. Mrq. Co.	107,000	7	March & Sept.	Philadelphia.	1882	...	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	...
1st Mortgage Income.....							1st Mort. (Col. & Aug. 88 m.)	371,500	7	"	"	1890	...
Belfast and Moosehead Lake:							1st Mortgage (consol. 165 m.)	786,000	7	"	"	1895	...
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	...	Cheraw and Darlington:						
Bellefontaine & Ind. (C.C.C. & Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	...
1st Mortgage.....	637,000	7	Jan. & July.	New York.	170-90	...	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	...
Bellefontaine and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	...	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	...
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	...	Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	93
Belvidere Delaware:							1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	...
1st Mortgage { guaranteed by }	1,000,000	6	June & Dec.	New York.	1877	...	2d Mort. (	186,500	6	"	"	1872	...
2d Mortgage { Camden and }	499,500	6	March & Sept.	Princeton.	1885	82	3d Mort. (	901,000	6	"	"	1884	...
3d Mortgage { Amboy. }.....	745,000	6	Feb. & Aug.	"	1887	82	Income.....	300,000	8	"	"	1876	...
Blue Ridge, (S. Car.):							Cheshire:						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	...	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	95
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.):	400,000	6	Jan. & July.	Boston.	1884	...	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	...
Equalization or consol. bonds..	245,000	6	"	"	1894	...	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	182,500	7	"	"	1899	24	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	...
Boston, Concord and Montreal:							Chester and Tamaroa:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	...	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	...
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	...	2d Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	...
2d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	"	New York.	1870	...	Chicago and Alton:						
Sinking Fund Mortgage.....	507,000	6	"	"	1880	92	1st Mortgage, pref. sinking fund.						
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	...	1st Mortgage.....	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1899	24	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	106
1st Mortgage (new) guar. by Erie	3,000,000	7	"	New York.	1899	...	2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	91
Mass. Loan (secured by 1st m.b.)	3,000,000	7	"	"	1899	...	Chicago, Burlington and Quincy:						
Boston and Lowell:							Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	112
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	...	Trust Mortgage, skg fund conv.						

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Chicago, Cincinnati and Louisville:						Columbus and Hocking Valley:					
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897
Chicago, Danville and Vincennes:	2,500,000	7*	April & Oct.	New York.	1909	2d Mortgage.....	118,000	7	Jan. & July.	" "	1880
1st Mortgage S. F. ....gold						Columbus, Springfield and Cln.:					
Chicago, Dubuque & Minnesota:						1st Mortgage for \$1,000,000.....		7		New York.	18-
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	Columbus and Xenia:					
Chicago and Illinois Southern:						1st Mortgage.....	302,000	6	March & Sept.	New York.	1890
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	Concord and Claremont:	374,000	6		Boston.	Due.
Chicago, Iowa and Nebraska:						1st and 2d Mortgage.....					
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	Connecticut and Passumpsic Riv.:	455,800	6	June & Dec.	Boston.	1876 92
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	1st Mortgage skg fund, 1856.....	559,429	7	"	"	1876 100
Notes payable, coupon tax free.						Connecticut River:					
Chicago & Milwaukee(C. & N.W.):						1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	Connecticut Western:	81,500	7		Hartford.	18-
1st Mortgage (consol.) 85 m. guar.....	1,129,000	7	Jan. & July.	"	1898	1st Mortgage.....					
Chicago and Northwestern:						Connecting (Philadelphia):	1,000,000	6	March & Sept.	Philadelphia.	1890 86
Pref. sinking fund b'd (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	1st Mortgage.....	30,000	6		Boston.	18-
Interest (f'ded coup.) b'ds (193m.).	755,000	7	May & Nov.	"	1883	Contocook River:					
1st Mortgage General (193 m.) .....	3,588,000	7	Feb. & Aug.	"	1885	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880
1st Mortgage, Appleton Ext. ....	184,000	7	"	"	1885	Cooperstown and Susq. Valley:	200,000	7		"	
1st Mortgage, Green Bay Ext. ....	300,000	7	"	"	1885	1st Mortgage.....	500,000	7	Jan. & Juily.	New York.	1880
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	2d Mortgage.....	150,000	10	"	"	1872
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	Covington and Lex. (Ky. Cen.):					
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	1st Mortgage March 1852.....	120,000	7	March & Sept.	New York.	1872
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	"	1884	2d Mortgage March 1863.....	844,000	7	"	"	1883
1st Mort. (Elgin and State Line):	132,000	7	"	"	3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1885	
1st Mortgage (Peninsula):	767,000	7	March & Sept.	"	Cumberland Coal and Iron:						
Consol. skg fund Mort. (800 m.).	2,550,000	7	May & Nov.	"	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	
Equipment Mortgage.....	275,000	10	"	"	2d Mortgage of May 1, 1868.....	707,600	6	May & Nov.	"	1888	
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	"	1st Mort. (George's Cr.) assumed.....	98,600	6	June & Dec.	"	1881	
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	Cumberland Valley:						
3d Mort. (" ") 40m.	10,500	7	June & Dec.	"	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	
1st Mort. (Chi. & Mil. R. W.) 85m.	1,135,000	7	Jan. & July.	"	2d Mortgage.....	102,600	8	"	"	1908	
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	"	"	Plain bonds.....	81,800	8	Jan. & July.	"	1884	
1st Mort. (Mad. Exten.) 126 m. g'd	3,150,000	7*	April & Oct.	"	Danbury and Norwalk:						
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York	1880	
Chicago & Mich. Lake Shore:	4,000,000	8	March & Sept.	New York.	1889	1st Mortgage of 1869.....	200,000	7	"	"	1890
1st Mortgage.....					Davenport and St. Paul:						
Chicago, Pekin & Southwestern:					1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	Dayton and Michigan:					
Chicago, Rock Island and Pacific:					1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	
1st Mortgage (consol.):	9,000,000	7	Jan. & July.	New York.	1896	2d Mortgage.....	642,000	7	March & Sept.	"	1879
Chi. & Southwes'tn(C. R. I. & Pac.):					3d Mortgage.....	700,000	7	April & Oct.	"	1888	
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871
Chillicothe & Brunswick (N.Mo.):					Dayton and Union:						
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879
Cincinnati & Balt. (Mar. & Cin.):					2d Mortgage.....	135,000	7	June & Dec.	"	1879	
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18-	Income Bonds.....	252,445	6	"	"	1879
Cincinnati, Hamilton and Dayton:					Dayton and Western:						
1st Mort. of 1863 extended.....	1,250,000	7	May & Nov.	New York.	1880	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1st Mortgage.....	433,000	6	"	"	1905	
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	2d Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	
Cinc. and Indiana (C. Lat. & Chi.):					Income Bonds.....						
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1802	Dayton and Western:					
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	1st Mortgage.....	1st Mortgage.....					
Cincinnati and Indianapolis Junc.:					2d Mortgage.....	149,000	7	March & Sept.	New York.	1901	
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	1st Mortgage.....	135,000	7	June & Dec.	"	1876
2d Mortgage.....	800,000	7	March & Sept.	"	Income Bonds.....	252,445	6	"	"	1876	
1st Mortgage (Newcastle Br.):	250,000	7	June & Dec.	"	Dayton and Union:						
Cincinnati, Lafayette and Chi.:					1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	2d Mortgage.....	135,000	7	June & Dec.	"	1879
Cin. and Martinsville (C. & Lat.):					Income Bonds.....	252,445	6	"	"	1879	
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	Dayton and Western:					
Cincinnati, Richmond & Chicago:					1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	1st Mortgage.....	433,000	6	"	"	1905
Cincinnati, Sandusky and Clev.:					2d Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	
1st Mortgage of 1867.....	1,051,881	7	June & Dec.	New York.	1890	Income Bonds.....					
1st Mort. (San. Day. and Cin.):	988,000	6	Feb. & Aug.	Boston.	1900	Dayton and Union:					
1st Mort. (San. City and Ind.):	350,000	7	March & Sept.	"	1882	1st Mortgage sinking fund.....	564,000	7	Jan. & July.	New York.	1871
Cincinnati and Zanesville:					1883	1st Mortgage Land grant.....	1,111,000	7	April & Oct.	"	1875
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	1st Mort. (Easter Ext.).....	1,633,000	7	March & Sept.	"	1881
Clev., Col. and Cinc. (C. C. C. & I.):					1884	2d Mort. (General).....					
1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	71-84	Denver Pacific:					
Clev., Col. Cin. & Indianapolis:					1885	1st Mortgage (Land grant).gold	2,500,000	7*	May & Nov.	New York.	1897
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	2d Mortgage.....	3,210,000	8	April & Oct.	New York.	1877
1st Mort. (C. C. and C. R. R.):	366,000	7	June & Dec.	"	Income Bonds.....	4,690,000	8	"	"	1898	
1st Mort. (Bell. and Ind. R. R.):	646,000	7	Jan. & July.	"	Bonds of June 30, 1868, (cond.)	462,000	7	Jan. & July.	"	1884	
Cleveland and Mahoning:					Bonds of Sept. 6, 1866.						
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	1st Mortgage.....	2,500,000	7	May & Nov.	New York.	1875
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	2d Mortgage.....	1,000,000	8	"	"	1875	
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1st Mortgage Funded Coupons.	628,525	7	Jan. & July.	"	1875	
Clev., Mt. Vernon and Delaware:					2d Mortgage Funded Coupons.	377,115	7	May & Nov.	"	1875	
1st Mort. for \$1,500,000....gold	143,000	7*	Jan. & July.	New York.	Bonds of June 30, 1868, (cond.)	1,916,639	6	"	NY. & Detroit	1886	
Clev., Painesv. & Ash. (L. Shore):					Sterling (Oakl. & Ottawa R. R.)	300,000	6	March & Sept.	New York.	1886	
1st Mortgage Sunbury and Erie:	500,000	7	Jan. & July.	New York.	Dollar (" ")	150,867	6	May & Nov.	NY & London.	1873	
2d Mortgage (registered).....	1,000,000	7	"	"	51,000	7	"	"	New York.	1873	
3d Mortgage.....	1,000,000	7	April & Oct.	"	Detroit, Mon. & Tol. (M.S. & N.L.)	924,000	7	Feb. & Aug.	New York.	1876	
Cleveland and Pittsburgh:					1st Mortgage Aug. 1, 1856.....	150,000	7	April & Oct.	New York.	1878	
2d Mortgage.....	790,500	7	March & Sept.	New York.	1886	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890
3d Mortgage.....	1,358,000	7	May & Nov.	"	1st Mortgage.....	100,000	7	"	"	1878	
4th Mortgage.....	1,104,844	6	Jan. & July.	"	1st Mortgage.....	250,000	7	Feb. & Aug.	"	1886	
Consol. skg f'd Mort. \$5,000,000.	528,000	7	May & Nov.	"	2d Mortgage.....						
Cleveland & Toledo (L.S. & M. So.):					1st Mortgage.....	800,000	8	Jan. & July.	New York.	1890	
1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1st Mortgage, traffic guarantee						
2d Mortgage of 1866.....	864,000	7	April & Oct.	"	Dubuque, Bellevue and Miss.:						
1st Mort. (June. R. R.):	115,000	7	June & Dec.	"	1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	
Colebrookdale:					1st Mortgage.....	1,000,000	8	"	"		
1st Mort. guar. by Ph. and Rdg. Columbia and Augustus(C.C. & A.):	584,700	6	June & Dec.	Philadelphia.	1898	1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890
1st Mortgage on 85 miles.....					1st Mortgage.....	1,000,000	8	"	"		
Columbus, Chicago & Ind. Cen.:	371,500	7	Jan. & July.	New York.	1890	1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890
1st Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New York.	1st Mortgage.....	1,000,000	8	"	"		
2d Mortgage Consol. skg fund.....	5,000,000	7	Jan. & July.	"	1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1893	
2d Mortgage.....	821,000	7	Jan. & July.	New York.	1st Mortgage.....	1,000,000	8	"	"	1883	
Income Bonds.....	1										

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Dubuque and Sioux City:							Grand River Valley (Mich. C.)							
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883		1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886		
1st Mortgage (construction).....	600,000	7	"	"	1894		2d Mortgage, guaranteed.....	500,000	8	April & Oct.	"	1888	104	
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888		Greenville and Columbia:							
Dutchess and Columbia:							1st Mortgage guar. by S. Car. ....	1,426,546	7	Jan. & July.	New York.	'81-'86		
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908		1st Mortgage not guaranteed.....	376,765	7	"	"	'81-'86		
East Brandywine & Waynesburg:							1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889		
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885		Hackensack & New York (Erie):							
2d Mortgage.....	35,000	8	"	"	1873		1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872		
East Pennsylvania (Ph. & Rdg.):							Hackensack & N. York Ext. (Erie):							
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888		1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889		
East Tenn. & Georgia (E.T.V.&G.):							Hannibal and Naples:							
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880		1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	89	
Interest bonds (funded coupons).....	136,400	7	"	"	1876		Hannibal & Cen. Mo. (C. & Alton):							
East Tennessee, Virginia & Ga.:							1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890		
1st Mortgage, consol skg fund.....	3,500,000	7	Jan. & July.	New York.	1900		Hannibal and St. Joseph:							
Eastern Mass.:							Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	95	
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874		Mo. State Loan, 1855.....	1,500,000	6	"	"	1885		
Loan of 1862, sterling.....	383,000	6*	Jan. & July.	London.	1872		Six years Mortgage bonds.....	69,000	10	"	"	1872		
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874		Three years' notes.....	81,000	8	"	"	1873		
Loan of 1865.....	160,000	6	April & Oct.		1885		Five years' notes.....	1,024,300	8	"	"	1875		
Loan of 1868.....	1,000,000	6	March & Sept.		1888		Fifteen years' bonds.....	1,109,500	8	"	"	1885	95	
Loan of 1869.....	500,000	6	May & Nov.		1889		1st Mort. (Q. and Palmyra R.R.):	1,000,000	8	Feb. & Aug.	"	1892	95	
Essex Railroad 1st Mortg. c. ....	194,400	6	Jan. & July.		1876		1st Mort. (Kan. City & Cam. RR):	1,200,000	10	Jan. & July.	"	1892	109	
Eastern Shore (Md.):							Land Mortgage.....	1,503,700	7	April & Oct.	"	1888		
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880		Convertible Mortgage.....	5,600	7	Jan. & July.	"	1888		
2d Mortgage.....	180,000	6	April & Oct.		1886		Hanover Branch (Mass.):							
Elizabethtown & Paducah:							1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889		
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890		Harlem Extension:							
Elmira and Williamsport (N. Cen.):							1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890		
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880		Harrisburg & Lancaster (Pa. R.R.):							
Income Mortgage.....	570,000	5	May & Nov.		1872		1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	93	
Real Estate (Elmira) bond.....	50,000	7	"				Hartford and New Haven:							
Erie Railway:							1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873		
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877		Hartford, Providence and Fishkill:							
2d Mortgage convertible.....	4,600,000	7	March & Sept.		1879		1st Mort. (R. Island 26.32 m.):	481,000	7	Jan. & July.	Providence.	1876		
3d Mortgage.....	6,000,000	7	"	"	1883		1st Mort. (Connecticut 96.04 m.):	1,574,500	7	"	Hartford.	1876		
4th Mortgage convertible.....	4,441,000	7	April & Oct.		1880		Hastings and Dakota:							
5th Mortgage convertible.....	926,500	7	June & Dec.		1888		1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900		
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.		1891		Hempfield:							
Sterling Loan (\$2,000,000) conv.	4,644,400	6	March & Sept.	London.	1875		1st Mortgage (part collateral)....	1,000,000	6	Jan. & July.	Philadelphia.	1872		
Erie and Pittsburg (Penn.):							1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877		
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882		2d Mortgage.....	100,000	7	Feb. & Aug.	"	1886		
2d Mortgage.....	153,000	7	March & Sept.		1890		3d Mortgage of 1869.....	50,000	7	April & Oct.	"	1889		
Consolidated Mortgage tax free.....	1,074,000	7	Jan. & July.		1893		Houston and Texas Central:							
European & North American:							1st Mortgage L.G. skg fund, gold.....	3,400,000	7*	Jan. & July.	New York.	1891		
B'gor L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898		Hudson River (N.Y. Cen. & H.R.):							
1st m. R.R. & L'd to Win. 45 m.	2,000,000	6*	"	"	1899		1st Mortgag.....	200,000	7	Feb. & Aug.	New York.	1870		
Evansville and Crawfordville:							2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	104	
1st Mortgage (Ev. & Ill. R.R.):	350,000	7	Jan. & July.	New York.	1889		3d Mortgage.....	100,000	7	May & Nov.	"	1875		
1st Mortgage (Ev. & Chi. R.R.):	740,000	7	May & Nov.		1889		Huntington and Broad Top Mt.:							
1st Mort. (Rockville Extension):	150,000	7	Feb. & Aug.		1881		1st Mort. (extended 1870 to 1890):	416,000	7	April & Oct.	Philadelphia.	1890	103	
Consolidated Mortgage.....	1,000,000	6*	Jan. & July.		1889		2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	86	
Evansville, Henderson & Nashv.:							1st Mortgage (Consol.):	1,069,000	7	April & Oct.	"	1895	47	
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897		Illinois Central:							
Fall River, Warren & Providence:							1st Mortgage Construction.....	3,000,000	7*	April & Oct.	New York.	1875	103	
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882		1st Mortgage Construction.....	323,000	6*	"	"	1875		
Flemington (Belv. Del.):							Redemption currency.....	2,500,000	6	"	"	1890		
Flemington & Perry Marquette:							Redemption, sterling.....	2,500,000	6*	"	"	London.	1890	
1st Mortgage L. G., 1st mort. ....	267,000	7	May & Nov.	New York.	1880		1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	85	
1st Mortgage L. G., 2d mort. ....	319,000	7	Jan. & July.		1887		Indiana and Illinois Central:							
1st Mortgage L. G., 3d mort. ....	1,200,000	8	March & Sept.		1888		1st Mortgage.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900		
F. & H. Holly R.R. b'ds (\$25,000 a yr):	500,000	10	May & Nov.		1888		1st Mortgage, conv. gold.....	5,000,000	7*	April & Oct.	New York.	1909		
Fushing & North Side (L. I.):							2d Mortgage.....	1,500,000	7*	"	"	1890		
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889		3d Mortgage.....	1,500,000	8	April & Oct.	New York.	1909		
Fonda, Johnstn's & Gloversville:							Indianapolis, Blooming & West.:							
1st Mortgage.....	300,000	7	"				1st Mortgage, conv. gold.....	5,000,000	7*	April & Oct.	New York.	1909		
Ft. W., Jackson & Sag. (Mich. C.):							2d Mortgage.....	1,500,000	8	"	"	1890		
1st Mortgage guaranteed.....	1,600,000	8	Jan. & July.	New York.	1889		Indianapolis, Cin. and Lafayette:							
Ft. W., Munroe & Cln. (F. W. & S.):							1st Mortgage (Ind. & Cin.) 95 m.	1,539,500	7	April & Oct.	New York.	1888		
1st Mortgage guaranteed.....	1,800,000	7*	Jan. & July.	New York.	1890		1st Mortgage (L. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	"	1897		
Galena & Chic. Union (C. & N. W.):							1st Mortgage (Cin. and Ind.):	1,566,000	7	June & Dec.	"	1899	68	
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882		2d Mort. (C. & L.) 10, 15 & 20 yrs.	500,000	7	"	"	1893		
2d Mortgage.....	985,000	7	May & Nov.		1875		Indianapolis, Crawfordsv. & Danv.:	1,500,000	7	Jan. & July.	"	177-78		
Miss. River Bridge bonds.....	200,000	7	Jan. & July.		1884		1st Mortgage.....	1,500,000	7*	Jan. & July.	New York.	1888		
Georgia:							2d Mortgage.....	397,000	7	May & Nov.	New York.	1882		
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86		1st Mortgage of May 1, 1862.....	1,539,000	7	Feb. & Aug.	New York.	1908		
Goshen and Deckertown (Erie):							1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	"	1889		
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889		2d Mortgage guaranteed.....	1,450,000	7	May & Nov.	"	1890		
Gr. Rapids & Indiana (P.F.W. & C.):							1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879		
1st Mortgage guar half yr.... gold	4,000,000	7*	Jan. & July.	New York.	1893		2d Mortgage assumed.....	300,000	8	May & Nov.	"	1880		
1st Mortgage half year.... gold	4,000,000	7*	April & Oct.	"	1899		Iowa Falls & Sioux City (Ili. Cen.):							
Grand Trunk (Ca.):							1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899		
1st Preference Bonds £2,763,325.	13,516,625	5*	Jan. & July.	London.	....		1st Mortgage of Aug. 1, 1870.....	18,000pm	8	Feb. & Aug.	New York.	1900		
2d Preference Bonds £1,610,264.	8,051,320	4*	"	"			1st Mort. of Aug. 1, 1870 guar.....	204,000	7	Jan. & July.	New York.	1887		
3d Preference Stock £758,510.	3,792,550	4*	"	"			2d Mort. (Hawley Section 8 m.):	96,000	7	"	"	1889		
4th Preference Stock £5,571,210.	27,855,605	4*	"	"			1st Mort. (Carb. Cndl. Sec. 38 m.):	2,000,000	7	"	"	1889		
Equipment Bonds £610,490.	3,052,400	6*	April & Oct.				Jefferson (Erie):							
Postal & Military b'ds £1,200,000.	6,000,000	6*	Feb. & Aug.				1st Mort. (Hawley Section 8 m.):	204,000	7	Jan. & July.	New York.			

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.	
Jeffersonville, Madison & Indian:							Lehigh Valley:							
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	...	1st Mort. of 1858 .....	\$963,000	6	April & Oct.	Philadelphia.	1872	...	
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	...	1st Mort. of 1868(coup & reg.) free	3,343,000	6	June & Dec.	"	1898	97	
1st Mortgage (1nd & Mad.) guar.	197,000	7	May & Nov.	"	1882	...	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	"	"	1900	98	
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1873	...	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	...	
Louisville Loan (Jefferson R.R.).....	74,000	6	"	"	1882	...	Lewey's Island (S. C. & P.):							
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...	
1st Mortgage six fig. fund guar.	410,000	8	Jan. & July.	New York.	1882	106	Little Miami & Colum & Xenia:							
Joliet & Northern Ind. (Mich. C.):	800,000	8	Jan. & July.	New York.	1874	...	1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	...	
1st Mortgage, guaranteed.....							Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1810	...	
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	...	
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	...	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	1905	...	
2d Mortgage.....	800,000	7	March & Sept.	"	1893	...	1st Mortgage ( ).....	435,000	6	"	"	1905	...	
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	...	Little Rock and Fort Smith:							
Junction, Philadelphia:							1st Mortgage for \$3,500,000 gold		6*	Jan. & July.	Boston	1899	...	
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	...	Little Rock, Pine Bluff & N. O.:							
2d Mortg. ....	300,000	6	April & Oct.	"	1900	90	1st Mortgage.....		7*	— & —	New York.	1889	...	
Junction and Breakwater:							1st Mortgage.....		7	April & Oct.	Philadelphia.	1877	...	
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	...	Long Branch and Sea Shore:							
Kalam, Alleg. & Gr. R. (L.S. & M.S.):	840,000	8	Jan. & July.	New York.	1888	95	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890	...	
Kalamazoo, & S. Haven (M.Cen.):	640,000	8	May & Nov.	New York.	1889	104	Long Island:		200,000	6	Jan. & July.	New York.	1889	...
1st Mortgage, guaranteed.....							1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	...	
Kalam & Three Riv. (L.S. & M.S.):	100,000	8	Jan. & July.	New York.	1887	...	1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	...	
Kalam & W. Pigeon (L.S. & M.S.):	400,000	7	Jan. & July.	New York.	1890	...	1st Mortgage (Glen Cove Br.).....	180,000	5	May & Nov.	"	1893	...	
1st Mortgage, guaranteed.....							General Mortgage of 1869.....	775,000	8	"	"	1899	...	
Kansas City and Santa Fe:							Louisville & Miss. Riv. (Ch. & Al.):							
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	...	1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	...	
Kan. City, St. Jo. & Coup. Bluffs:							Louisville, Cincin. and Lexington:							
1st Mortgage (consolid.) 264 m. ....	687,000	8	March & Sept.	N.Y. & Bost'n.	1890	...	1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897	...	
1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7	Jan. & July.	"	1880	...	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900	...	
2d Mort. ( " " " ).....	150,000	10	"	"	1872	...	1st Mort. (Lo. & Frankfort Br.).....	82,000	6	Jan. & July.	"	71-80	...	
1st Mort. (St. Jo. & C. B. 80 m.):	1,400,000	10	March & Sept.	"	1892	...	Louisv. Loan ( " " ).....	100,000	6	"	"	1-81	...	
2d Mort. ( " " " ).....	539,500	8	June & Dec.	"	1874	...	1st Mort. (Lex. & Frankfort).....	25,000	6	"	"	1874	...	
1st Mort. (Mo. Valley 61 m.):	1,500,000	7	Feb. & Aug.	New York.	1893	...	Louisville and Nashville:							
2d Mort. ( " " " ).....	1,500,000	7	"	"	1893	...	1st Mortgage, (Main Stem) 1858.....	1,285,000	7	Jan. & July.	New York.	1877	...	
Kansas Pacific (U. Pac. E. D.):							Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	86-87	...	
1st Mort. on R. R. 140 m. .... gold	2,240,000	6*	Feb. & Aug.	New York.	1895	...	Louisville Loan (Lebanon Br.).....	225,000	6	May & Nov.	"	1887	...	
1st Mort. on R. R. 254 m. .... gold	4,063,000	6*	June & Dec.	"	1896	...	1st Mortgage (Memphis Br.).....	197,000	7	"	"	71-76	...	
1st Mort. on Branch 34 m. ....	600,000	7	May & Nov.	"	1896	...	1st Mortgage (Bardstown Br.).....	1,000	7	Jan. & July.	"	1870	...	
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	71-76	...	1st Mort. (Lebanon Br. Ext.).....	88,000	7	May & Nov.	"	80-88	...	
1st M. on R. R. 245 m. & 3,000,000 a.	6,500,000	7	May & Nov.	"	1899	...	Louisville Loan (Leb. Br. Ext.).....	333,000	6	April & Oct.	"	1893	...	
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	"	1880	...	Consolid. mort. of April 1, 1868.....	5,500,000	7	"	"	1898	...	
2d Mort. (U.S. Subsidy) on 394 m. ....	6,303,000	6	"	"	95-97	...	Lowell & Lawrence (B. & L.):							
3d Mort. Income on 428 m. ....	4,275,000	7	(after 5 years.)	"	1916	...	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	...	
Kent County (Del.):							Macon and Brunswick:							
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	...	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-90	...	
Kentucky Central (Cov. & Lex.):							2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889	...	
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	...	3d Mort. of 1870 endor. by State.....	1,000,000	7	May & Nov.	"	1890	...	
2d Mortgage March 1863.....	844,000	7	"	"	1883	...	Equipment Mortgage.....	150,000	7	"	"	1890	...	
3d Mortgage June 1-65.....	237,000	7	June & Dec.	"	1885	...	Macon and Western:							
Keokuk, Iowa City and Minn.:							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	...	
1st Mortgage.....							Madison and Portage:							
2d Mortgage.....							1st Mortgage.....	450,000	7	April & Oct.	New York.	18-5	...	
Keokuk and St. Paul (C.B. & Q.):							Maine Central:							
1st Mortgage, guar. and tax free.....	1,000,000	8	April & Oct.	New York.	1879	...	Loan of 1860-61 (A. & Ken.) .....	1,100,000	6	Feb. & Aug.	Boston.	90-91	...	
Lackawanna and Bloomsburg:							Bonds, exchangeable for new 7s. ....	163,000	6	June & Dec.	"	1871	...	
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	...	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898	...	
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	...	Mort. (Ext.) for \$500,000.... gold	112,000	6*	April & Oct.	"	1900	...	
2d Mortgage.....	500,000	7	April & Oct.	"	1880	...	1st Mort. (B. to P. & Ken. exch. 7s) .....	57,000	6	"	"	1872	...	
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	...	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	...	
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	...	Mansfield & Framigh. (B.C. & F.):							
Income Mortgage.....	79,335	7	April & Oct.	"	1871	...	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1890	91	
La C., Trempele & Pres. (C. & N. W.):							Marietta and Cincinnati:							
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	...		1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	...	
Lafayette, Bloomington & Miss.:							1st Mortgage, Dollar.....	2,454,528	7	"	Baltimore.	1891	184	
1st Mortgage.....	1,300,000	8	— & —	New York.	...		2d Mortgage.....	2,500,000	7	May & Nov.	"	1898	80	
Lafayette, Muncie & Bloomington:							3d Mortgage for \$8,000,000.....	2,000,000	8	Jan. & July.	"	1890	70	
1st Mortgage.....	1,500,000	8	— & —	New York.	...		1st Mort. (Scioto & Hocking).....	300,000	7	May & Nov.	New York.	1890	...	
Lake Erie and Louisville:							Baltimore Loan to Union R. R. ....	20,000	7	"	Baltimore.	...		
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	...	Marietta and Pittsburg:							
Lake Shore & Michigan So.:							1st Mort. of Aug. 1, 1859.... gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	...	
Sunbury B'ds (CP & ARR 954m)	500,000	7	Jan. & July.	New York.	1874	...	Marquette and Ontonagon:							
Regis. Bonds ( " " " )	1,000,000	7	"	"	1880	...	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1876	...	
3d Mortgage ( " " " )	1,000,000	7	April & Oct.	"	1892	...	Maryland and Delaware:							
Divid'd Bonds (L. S. R. R. 238 m)	1,500,000	7	"	"	1899	94	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1886	50	
S. Fund Bonds (L.S. & M.S. 013m)	2,000,000	7	"	"	1879	...	2d Mortgage.....	150,000	6	June & Dec.	"	1889	...	
Consol. M. reg. ( " " " )	597,000	7	J. A. J. & O.	"	1900	...	Memphis and Charleston:							
Consol. M. coup. ( " " " )	63,000	7	Jan. & July.	"	1900	...	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	...	
1st Mort. (M.S. & N. R. R. 521m)	5,255,000	7	May & Nov.	"	1885	100	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	...	
2d Mort. ( " " " ).....	2,698,000	7	"	"	974	...	Memphis and Little Rock:							
1st Mort. (Junc. R.R. 494 m.):	115,000	7	June & Dec.	"	1872	...	1st Mort. (R. R. & 125,000 acres).....	1,300,000	8	May & Nov.	New York.	1890	...	
S. Fund (Clev. & Tol. R.R. 1824m)	2,014,000	7	Jan. & July.	"	1885	...	Ark. State Loan.....	900,000	7	Jan. & July.	"	1890	...	
M. of '66 ( " " " )	844,000	7	April & Oct.	"	1886	...	Memphis and St. Louis:							
Mort. Bonds (Buff. & E. R. R. 88m)	23,000	7	June & Dec.	"	1870	...	1st Mort. (R. R. & 630,000 acres).....	5,000,000	7	Jan. & July.	New York.	1901	...	
Mort. Bonds ( " " " )	100,000	7	May & Nov.	"	1873	...	Michigan Air Line (Mich. Cen.):							
Mort. Bonds ( " " " )	200,000	7	Jan. & July.	"	1882	...	1st Mortgage, guaranteed.....	1,900,000	8	Jan. & July.	Boston.	1890</td		

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Midland Pacific:						Newark and New York (Cent.):					
1st Mortgage gold	\$1,100,000	7* Jan. & July.	New York.	1900	...	1st Mortgage.	\$600,000	7 Jan. & July.	New York.	1891	...
Millin & Centre Co. (Pa. R. R.):						Newark, Somerset & Straitsville:					
1st Mortgage, guaranteed	188,000	6 Feb. & Aug.	Philadelphia.	1897	...	1st Mortgage.	800,000	7 May & Nov.	New York.	1882	...
Milwaukee & Chicago, (C&NW):						New Bedford and Taunton:					
1st Mortgage, guaranteed	182,000	7 March & Sept.	New York.	1874	...	1st Mortgage.	172,500	8 Jan. & July.	Boston.	1881	...
2d Mortgage,	10,500	7 Jun. & Dec.	" "	1898	...	New Brunswick and Canada:					
Mil. & Prairie du Chien (M&StP):						1st Mortgage, Sterling £200,000.	972,000	6* May & Nov.	London.	1867	...
1st Mortgage, (assumed)	3,674,000	8* Feb. & Aug.	New York.	1898	...	Newburg & New York (Erie):					
2d Mortgage, ("")	1,315,000	7.3 " "	" "	1898	...	1st Mortgage for \$600,000.	250,000	7 Jan. & July.	New York.	1889	...
Milwaukee and St. Paul:						New Canaan:					
1st Mortgage.	5,488,000	7 Jan. & July.	New York.	1893	94	1st Mortgage.	75,756	7 April & Oct.	New York.	1889	...
1st Mortgage (E. Div. Palmer).	792,000	8 May & Nov.	" "	1874	93	Newcastle and Beaver Valley:					
1st Mort. (Iowa and Minn. Div.):	3,92,000	7 Jan. & July.	" "	1897	93	1st Mortgage for \$150,000.	91,800	7 May & Nov.	Philadelphia.	1882	...
1st Mortgage (Minn. Cent.):	208,000	7 " "	" "	1898	93	New Haven and Darby:					
1st Mortgage (Iowa & Dak.):	1,008,000	7 " "	" "	1898	93	1st Mortgage for \$150,000.	150,000	7 May & Nov.	New Haven.	1888	...
1st Mortgage (P. du C. Div.):	3,674,000	8 Feb. & Aug.	" "	1898	109	New H., Middlet'n & Willim.: 1st Mort. for \$3,000,000, tax free.	2,200,000	7 May & Nov.	New Haven.	1889	...
2d Mortgage (P du C. Div.):	1,315,000	7.3 " "	" "	1898	91	2d Mortgage for \$1,500,000.	6 Jan. & July.	"	"	1891	...
2d Mortgage 370 miles,	1,244,000	7 April & Oct.	" "	1884	90	New H. & Northampton (Canal):					
Income Mortgage.	20,000	7 Jan. & July.	" "	1873	...	1st Mortgage.	1,000,000	7 Jan. & July.	New York.	1899	...
Milwaukee City Loan.	234,000	7 March & Sept.	" "	1891	...	Convertible, tax free.	400,000	6 April & Oct.	" "	1880	...
Milwaukee and Western bonds.	247,000	7 Jan. & July.	" "	1891	...	1st Loan.	300,000	6 Feb. & Aug.	New York.	1875	...
Real Estate Purchase.	148,500	7 various.	" "	1891	...	2d Loan.	450,000	6 " "	" "	1878	...
Incumbrances assumed.	35,073	7 " "	" "	1891	...	3d (State Loan):	10,000	6 " "	" "	1867	...
Mineral Point:						New Jersey Midland (N.Y. & O.M.):					
1st Mortgage, Dec. 21, 1868.	320,000	10 Jan. & July.	New York.	1890	...	1st Mortgage.	3,000,000	7* Jan. & July.	New York.	1895	...
Minnesota and North Western:						2d Mortgage.	400,000	7 " "	" "	1891	...
1st Mort. sinking fund.	gold 20,000ppm	7* Jan. & July.	New York.	1895	...	New Jersey Southern:					
Mississippi Central:						1st Mortgage of Sept. 19, 1869.	2,000,000	7 May & Nov.	New York.	1889	75
1st Mortgage (Miss. Cen.):	1,554,000	7 May & Nov.	New York.	1873	...	1st Mortgage (Tom's R.R. Br.):	120,000	6 Feb. & Aug.	" "	1890	...
2d Mortgage ("")	2,000,000	8 Feb. & Aug.	" "	1873	...	New Jersey West Line:					
1st Mort. (Miss. Cen. & Tenn.):	25,000	6 April & Oct.	" "	1863	...	1st Mort. for \$3,000,000, gold.	.....	7* May & Nov.	New York.	1900	...
Tennessee Loan bonds.	1,278,9.0	6 Jan. & July.	" "	1892	...	New London Northern:					
Mississippi, Ouachita & Red Riv.:						1st Mortgage.	51,000	7 June & Dec.	New London.	1875	...
1st Mortgage.	12,000ppm	7* & —	New York.	1900	...	1st Mortgage, Extended.	370,000	7 March & Sept.	" "	1885	...
Land Mort. (257,000 acres).	gold 1,000,000	7* & —	" "	1900	...	Consol. Mortgage.	230,000	7 April & Oct.	New York.	1888	...
Arkansas State Loan.	10,000ppm	7* & —	" "	1900	48	New O., Baton-Rouge & Vicksb'g:					
Mississippi and Tennessee:						1st Mortgage.	12,500ppm	8* & —	New York.	1910	...
1st Mortgage of April 1, 1856.	600,000	7 April & Oct.	New York.	1876	...	2d Mort. endor. by Louis.	12,500ppm	8* & —	" "	1910	...
Consolidated Mortgage of 1866.	1,179,500	8 March & Sept.	" " 81-93	1893	...	N. Orleans, Jackson & Gt. N.:					
Mississippi River:						1st Mortgage of July 1, 1856, gold.	3,000,000	8* Jan. & July.	Lond. & N.Y.	1886	...
1st Mortgage.	17,000ppm	7 — & —	New York.	1898	...	2d Mortgage of Oct. 1, 1860, gold.	1,500,000	8* April & Oct.	New York.	1890	...
Mississippi, Iowa & Nebraska:						Income Mortgage of 1870, gold.	2,000,000	7* & —	New Orleans.	1890	...
1st Mort. of June 1, 1870, gold.						City Extension Mort. gold.	1,000,000	7* & —	" "	1890	...
Missouri, Kansas and Texas:						1st Mortgage, skg fd, 227 m. gold.	12,500ppm	7* Jan. & July.	N.Y. or Lond.	1915	...
1st M. RR & land (U.P.S.B.) SF	4,145,000	6 Jan. & July.	New York.	1879	...	1st Mortgage, skg fd, 227 m. cur.	12,500ppm	8 " "	New York.	1915	...
1st M. (Teb & Nesh.) S. F. gold	2,000,000	7 June & Dec.	" "	1903	...	2d Mortgage on 227 miles...cur.	12,500ppm	8 " "	" "	1915	...
Consol. L.G. S. F. (\$14,000,000) g'd	1,605,000	7 Feb. & Aug.	" "	1904	...	New Orleans, Mobile & Texas:					
Missouri River, Ft. Scott & Gulf:						1st Mortgage, skg fd, 227 m. gold.	12,500ppm	7* Jan. & July.	N.Y. or Lond.	1915	...
1st Mortgage of Jan. 1, 1893.	5,000,000	10 Jan. & July.	New York.	1899	99	1st Mortgage, skg fd, 227 m. cur.	12,500ppm	8 " "	New York.	1915	...
2d Mortgage of April 15, 1870.	1,400,000	10 April & Oct.	" "	1890	100	2d Mortgage on 227 miles...cur.	12,500ppm	8 " "	" "	1915	...
Missouri Valley (K.C.S. J.C.C.B.)						New Orleans and Selma:					
1st Mortgage on 61 miles.	1,500,000	7 Feb. & Aug.	Boston.	1893	...	1st Mort. endor. by Ala.	16,000ppm	8 Jan. & July.	New York.	1900	...
1st Mortgage.	1,000,000	7* " "	" "	1893	...	New York and Boston:					
Mobile & Alabama Grand Trunk:						1st Mortgage.	3,000,000	7* May & Nov.	N.Y. or Lond.	1889	...
1st Mort. endorsed by Ala.						Debt Certif. & Premium Bonds.	5,936,626	6 May & Nov.	New York.	1883	93
Mobile Lo'n\$1,500,000 end. by Co.	1,500,000	8 — & —	" "	1898	...	Bonds for Debts assumed.	1,514,000	7 May & Nov.	" "	1876	102
Mobile and Girard:						Bonds for B. & N. Falls R.R. S't.	76,000	6 Feb. & Aug.	" "	1883	...
1st Mortgage.	377,500	7 Jan. & July.	New York.	1877	...	Bonds for railroad stocks.	592,000	6 " "	" "	1883	91
2d Mortgage, endorsed by Ala.	300,000	7 " "	" "	1898	...	Bonds for real estate.	162,000	6 " "	" "	1883	...
Plain Bonds.	33,500	7 — & —	Mobile.	1898	...	Bonds and mortgages for R. E.	22,800	7 various.	" "	var.	...
Mobile and Montgomery:						Bonds Convertible till Aug. 1, '69	195,000	7 Feb. & Aug.	" "	1876	...
1st Mortgage of 1858.	1,250,000	8 May & Nov.	New York.	1888	...	Bonds in place of bonds of 1854.	2,900,000	6 June & Dec.	" "	1887	94
Mobile and Ohio:						1st Mort. (Hudson Riv. R.R.):	200,000	7 Feb. & Aug.	" "	1870	...
1st Mortgage.	5,470,000	8* May & Nov.	New York.	1882	...	2d Mort. ( " " ) S. F.	1,891,000	7 June & Dec.	" "	1885	...
Interest bonds (10 years).	803,700	8 " "	London.	1878	...	3d Mort. ( " " )	180,000	7 May & Nov.	" "	1875	...
Interest bonds 2nd issue.	377,900	8 " "	New York.	1883	...	Conv. B'ds ( " " )	8,000	7 " "	" "	1867	...
Interest bonds sterling.	755,400	8* " "	London.	1883	...	New York and Fort Lee (Erie):					
Income Mortgage.	1,151,000	8 various.	New York.	1883	...	1st Mortgage.	20,000	7 Jan. & July.	New York.	1888	...
Montgomery & Erie (Erie):						1st Mortgage.	135,000	7 — & —	New York.	1876	...
1st Mortgage.	177,000	7 Jan. & July.	New York.	1886	...	New York and Harlem:					
Montgomery and Eufala:						1st Mortgage of 1853.	3,000,000	7 May & Nov.	New York.	1873	102
1st Mortgage of 1866, endorsed.	640,000	8 March & Sept.	New York.	1886	...	4th Mortgage of 1861.	99,500	7 June & Dec.	" "	1871	...
1st Mortgage of 1870, endorsed.	300,000	8 June & Dec.	" "	1900	...	Consolidated mortgage of 1863.	1,767,000	6 Feb. & Aug.	" "	1893	...
Montgomery & West Point (Wtn):						Sinking Fund mortgage of 1861.	112,305	7 Jan. & July.	" "	1881	...
Mortgage of 1856.	16,000	8 Jan. & July.	New York.	Due.		Bonds of 1853, unsecured.	106,000	7 " "	" "	1872	...
1st Mortgage.	450,000	8 " "	" "	180	...	1st Mortgage.	141,500	7 — & —	New York.	1889	...
1st Mortgage.	298,000	8 " "	" "	1876	...	1st Mortgage.	1,059,500	6 April & Oct.	New York.	1875	97
2d Mortgage.	254,000	8 " "	" "	1881	...	1st Mort. for \$8,000,000, gold.	3,800,000	7* Jan. & July.	New York.	1804	...
Income Mortgage.	594,600	8 various.	Montgomery.	var.	...	New York, Providence & Boston:					
Montreal & Champlain:						1st Mortgage.	83,000	6 Feb. & Aug.	New York.	1873	...
1st Mortgage Sterling £181,400.	882,813	6 Jan. & July.	London.	1890	...	1st Mortgage.	80,000	6 " "	" "	1878	...
2d Mortgage.	370,000	8 " "	New York.	1879	...	Consol. Mort. for \$1,000,000.	512,000	7 Jan. & July.	" "	1899	...
Morris and Essex:						Niles and New Lisbon:					
1st Mortgage, Sinking Fund.	5,000,000	7 March & Sept.	New York.	1914	104	1st Mortgage.	500,000	7 — & —	Philadelphia.	1889	...
2d Mortgage.	3,000,000	7 Feb. & Aug.	" "	1898	98	1st Mortgage, guaranteed.	414,350	6 March & Sept.	Boston.	1854	...
Convertible bonds.	600,000	7 Jan. & July.	" "	1900	...	1st Mortgage.	110,500	7 Jan. & July.	New York.	1877	...
Construction bonds.	5,684,000	7 Feb. & Aug.	" "	1889	93	1st Mortgage.	396,000	8 " "	" "	1877	...
Muscadine (South-Western):					...	1st Mortgage.	416,000	8 " "	Norfolk.	1893	...
1st Mortgage.	330,000	7 Jan. & July.	Savannah.	1887	...	2d Mortgage.	31,500	7 March & Sept.	Charleston.	1869	...
Nashville and Chattanooga:						1st Mortgage.	69,500	7 " "	" "	1868	...
1st Mortgage, endorsed by Tenn.	1,546,000	6 Jan. & July.	New York.	1890	...	General Mortgage 1st Preference.	773,000	7 " "	" "	1889	...
1st Mort. not endorsed.	23,000	6 " "	" "	1890	...	General Mortgage 2d Preference.	141,500	7 " "	" "	1899	...
Tenn. State Loan.	150,000	6 " "	" "	1892	...	Funded Interest.	117,495	7 " "	" "	1875	...
Nashville and Decatur:											
1st Mort. Tenn. State Loan.	2,629,042	6 Jan. & July.	New York.	1892	...						
2d Mortgage.	500,000	6 " "	" "	1870	...						
Income Bonds (Tenn. and Ala.).	200,000	10 April & Oct.	" "	1887	...						
Consols for \$2,100,000 at 7% gold.	7	— & —	" "	1901	...						
National (N. Jersey):											
1st Mortgage for \$7,200,000.											

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
North Missouri:													
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	86	Pemberton & N. York (N.J.S.):	\$375,000	7	Jan. & July.	New York.	1890	
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888	...	1st Mortgage, guaranteed.....	855,000	7	March & Sept.	New York.	1898	
3d M. of Oct. 1869 (7 p.c after 5 yrs)	3,000,000	10	"	"	1888	...	Peninsula (C. & N. W.):	1st Mortgage, guaranteed.....	1,800,000	7	May & Nov.	New York.	1899
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):	1st Mortgage..... gold	1,500,000	7	June & Dec.	Philadelphia.	1896
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	100	Pennsylvania and New York:	1st Mortgage.....	1,500,000	7	"	"	1906
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110	1st Mortgage.....	1st Mortgage.....	577,000	6	April & Oct.	Bangor.	1872
2d Mortgage.....	1,245,000	7	May & Nov.	"	1896	95	2d Mortgage.....	2d Mortgage.....	159,500	6	Feb. & Aug.	Boston.	1870
Northern Central:							Peoria & Bureau Val(G.R.I.P.):	1st Mortgage.....	600,000	8	Jan. & July.	New York.	1877
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	1873	...	Peoria & Hannibal (C. B. & Q.):	1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	93	Peoria, Pekin and Jacksonville:	1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	89	2d Mort. of Oct. 1, 1870, tax free.....	1,000,000	7	April & Oct.	"	1900	
3d Mortgage (York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	...	Peoria and Rock Island:	1st Mortgage.....	1,500,000	7	April & Oct.	New York.	1900
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1903	92	1st Mortgage.....	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880	...	Perkiomen (Phila. & Rdy.):	1st Mortgage.....	100,000	6	— & —	New York.	1886
Northern New Hampshire:							Perth Amboy and Woodbridge:	1st Mortgage, guaranteed.....	3,094	6	Jan. & July.	New York.	1871
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	...	1st Mortgage Bonds.....	25,500	7	"	"	1865	
Northern New Jersey (Erie):							Mortgage Bonds.....	266,500	8	"	"	1865	
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	...	Mortgage Bonds.....	5,000,000	6	March & Sept.	Philadelphia.	1881	
Northern Pacific:							1st Mortgage (Penn. Div.):	3,000,000	7	Jan. & July.	"	1888	
1st Mort. on R.R. & lands...gold	50,000,000	7.3	Jan. & July.	New York.	1900	...	1st Mortgage (Md. Div.):	3,598,000	6	March & Sept.	"	85	
North Western Virginia:							Philadelphia and Baltimore Cent.:	1,000,000	6	April & Oct.	"	1920	
2d Mortgage (assumed B. & O.):	458,500	6	Jan. & July.	Baltimore.	1873	...	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	
3d Mo. tgage ("").	140,000	6	"	"	1885	904	Philadelphia and Reading:	Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871
Norwich and Worcester:							Debenture Loan of 1868.....	1,121,000	6	"	"	1893	
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	...	Debenture Loan of 1870.....	2,625,000	7	"	"	1890	
Plain bonds.....	59,000	7	June & Dec.	"	1874	...	Mortgage Loan of 1857, conv. ....	143,500	6	"	"	1886	
Steamboat bonds.....	45,000	7	Feb. & Aug.	"	1870	...	Mort. Loans of 1843-44-48 & 49.....	1,521,000	6	"	"	1880	
Construction bonds.....	250,000	7	Jan. & July.	"	1877	...	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	
New bonds of 1870.....	22,000	7	"	"	1890	...	Sterling Loan of 1836.....	182,400	5*	Jan. & July.	London.	1880	
Nyack and Northern:							Sterling Loan of 1843.....	976,800	6*	"	"	1880	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	...	Sterling Loan of 1856.....	258,000	7*	"	"	1880	
Oakland & Ottawa (D. & M.):							Philadelphia, Wilmington & Balt.:	Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	...	Plain Bonds.....	600,000	6	April & Oct.	"	1871	
1st Mortgage ("") dollar.	51,000	7	"	New York.	1873	...	Plain Bonds.....	400,000	6	"	"	1876	
Ogdensburg and Lake Champlain:							Plain Bonds.....	1,000,000	6	"	"	1887	
1st Mort. conv. into pref. stock.....	4,600	7	Jan. & July.	Boston.	1869	...	Pittsburg, Cin. & St. Louis (Pa.):	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	
2d Mort. conv. into com. stock.....	25,200	7	April & Oct.	"	1861	...	1st Mortgage, guaranteed.....	3,820,000	6	March & Sept.	"	83	
Equipment mortgage of 1863-'69	500,000	8	Jan. & July.	"	1879	102	2d Mort. conv. (Steubenv. & Ind.):	4,000,000	7	Jan. & July.	Philadelphia.	1884	
Ohio and Mississippi:							3d Mortgage.....	1,000,000	6	March & Sept.	"	92	
1st Mortgage, (E. Div.):	2,050,000	7	Jan. & July.	New York.	1872	99	1st Mortgage (Sunbury & Erie):	5,000,000	6	March & Sept.	Philadelphia.	1881	
1st Mortgage, (W. Div.):	850,000	7	"	"	1872	...	1st Mort. Convertible.....	3,000,000	7	Jan. & July.	"	1888	
1st Mortgage ("") dollar.	534,000	7	"	"	1874	...	Philadelphia, German. & Norist:	3,598,000	6	March & Sept.	"	85	
Income Mort. (W. Div.):	221,500	7	April & Oct.	"	1882	...	1st Mort. Convertible.....	1,000,000	6	April & Oct.	"	1920	
Funded Debts Mort. (W. Div.):	16,500	7	"	"	1882	...	Philadelphia and Reading:	2d Mort. ....	121,000	6	Jan. & July.	Philadelphia.	1871
Consolidated Mort. ....	2,761,000	7	Jan. & July.	"	1898	94	Debenture Loan of 1861.....	1,211,000	6	"	"	1893	
Consolidated Mort. (sterling):	101,850	7	"	London.	1898	...	Debenture Loan of 1868.....	2,625,000	7	"	"	1893	
Oil Creek and Allegheny River:							Mortgage Loan of 1867.....	143,500	6	"	"	1886	
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	85	Mortgage Loan of 1857, conv. ....	1,521,000	6	"	"	1886	
1st Mortgage.....	530,000	7	April & Oct.	"	1882	...	Mort. Loans of 1843-44-48 & 49.....	2,700,000	7	April & Oct.	"	1893	
1st Mortgage.....	200,000	7	June & Dec.	"	1871	...	Mortgage Loan of 1868.....	182,400	5*	Jan. & July.	London.	1880	
2d Mortgage.....	71,000	7	May & Nov.	"	1871	...	Sterling Loan of 1843.....	976,800	6*	"	"	1880	
Consolidated Mortgage.....	819,000	7	"	"	1888	...	Sterling Loan of 1856.....	258,000	7*	"	"	1880	
Old Colony and Newport:							Philadelphia, Wilmington & Balt.:	Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	104	Plain Bonds.....	600,000	6	April & Oct.	"	1871	
Plain Bonds.....	1,000	6	March & Sept.	"	1874	964	Plain Bonds.....	400,000	6	Jan. & July.	Baltimore.	1898	
Plain Bonds.....	485,000	6	April & Oct.	"	1875	...	Plain Bonds.....	1,000,000	6	Feb. & Aug.	New York.	1889	
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	941	Plain Bonds.....	2,000,000	7	Jan. & July.	Philadelphia.	1898	
Plain Bonds.....	34,000	6	"	"	1884	...	Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	92	
Omaha and Southwestern:							2d Mortgage (O. & P. R. R.) bonds.....	1,000,000	6	Feb. & Aug.	New York.	1889	
1st Mort. (North Platte Div.):	300,000	8	June & Dec.	New York.	1890	...	3d Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1898	
Orange, Alexandria & Manassas:							4d Mortgage.....	100,000	6	various.	Baltimore.	1883	
1st Mort. (Alex. to Gordonsville):	400,000	6	May & Nov.	New York.	1873	...	Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	
2d Mort. (Charlotte to Lynchb.):	1,155,500	6	Jan. & July.	"	1875	80	Pittsburg, Ft. Wayne & Chicago:	1st Mortgage (Series A):	875,000	7	Jan. & July.	New York.	1912
3d Mort. "	598,000	8	May & Nov.	Richmond.	1873	90	1st Mortgage (Series B):	875,000	7	Feb. & Aug.	"	1912	
4th Mort. "	574,000	8	March & Sept.	Alexandria.	1880	81	1st Mortgage (Series C):	875,000	7	March & Sept.	"	1912	
Consolidated Mort. ....	1,645,500	7	Jan. & July.	New York.	1882	79	1st Mortgage (Series D):	875,000	7	April & Oct.	"	1912	
Va. State Loan.....	249,962	7	"	"	1893	...	1st Mortgage (Series E):	875,000	7	May & Nov.	"	1912	
Osage Valley & Southern Kansas:							1st Mortgage (Series F):	875,000	7	June & Dec.	"	1912	
1st Mortgage (5-20 years):	200,000	10	Jan. & July.	New York.	1888	...	2d Mortgage (Series G):	860,000	7	Jan. & July.	"	1912	
Oswego and Rome (R. W. & O.):							2d Mortgage (Series H):	860,000	7	Feb. & Aug.	"	1912	
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	...	2d Mortgage (Series I):	860,000	7	March & Sept.	"	1912	
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	...	2d Mortgage (Series K):	860,000	7	April & Oct.	"	1912	
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series L):	860,000	7	May & Nov.	"	1912	
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	1870-90	...	2d Mortgage (Series M):	860,000	7	June & Dec.	"	1912	
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	...	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	
Ottawa, Osw. & Fox R.V. (C.R.&Q.):							Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	
1st Mort., traffic guar. & tax free.....	1,200,000	8	Jan. & July.	Boston.	1890	...	Equipment Mort. of Mar. 1, 1869.....	1,000,000	8	March & Sept.	"	1874	
Owensboro and Russellville:							Construction bonds of Jan. 1, '70.....	100,000	7	Jan. & July.	"	1877	
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	...	Port Huron & Lake Michigan:	1st Mortgage of May 1, 1869.....	1,800,000	7*	May & Nov.	New York.	1890
Pacific of Mo.:							1st Mortgage of May 1, 1869.....	2,500,000	7*	May & Nov.	Lond. & N. Y.	1890	
1st Mort., construction (Dresden):	74,000	6*	Feb. & Aug.	New York.	1880	...	Portland and Kennebec:	224,800	6	April & Oct.	Portland.	1883	
1st Mortgage.....	7,000,000	10	Jan. & July.	St. Louis.	var.	...	1st Mort. (K. & P.R.R.) 1851-'61.....	22,648	6	"	Boston.	1883	
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	...	Funded Int. bonds Oct. 1, 1863.....	790,700	6	"	"	1896	
St. Louis County Loan.....	700,000	6	Feb. & Aug.	"	"	...	Consol. (P. & K.R.R.) Apr. 1, 1865.....	100,000	6	"	"	1896	
Panama:							Portland loan.....	202,400	6	April & Oct.	Portland.	1883	
Sterling Bonds £152,775 at 4.85.	740,950	7*	Feb. & Aug.	London.	1872	...	Stock certificates (Yarmouth).....	250,000	6	"	Portland.	1883	
Sterling Bonds £19,350 at													

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Reading and Columbia (P. & R.):						Savannah and Charleston:					
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	1st Mortgage (Sav. & Char. R.R.):	\$406,500	7	Jan. & July.	New York.	1889
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870
Rensselaer and Saratoga:						Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	Savannah and Memphis:					
2d Mortgage.....	300,000	7	"	"	1880	1st Mort. guar. by Ala. .... gold	16,000pm	8*	May & Nov.	New York.	1890
3d Mortgage.....	150,000	7	"	"	1887	Schenectady and Susquehanna:					
1st Mortgage (S. & W.) assumed.....	400,000	7	March & Sept.	"	1886	1st Mortgage tax free.... gold	350,000	7*	Jan. & July.	New York.	1900
1st Mort. (T. S. & R.) assumed.....	500,000	7	May & Nov.	"	1890	Schuylkill and Susquehanna:					
1st Mortgage (G.F.B.) assumed.....	125,000	7	Jan. & July.	"	1894	1st Mortgage, May 1, 1866.....	97,000	6	May & Nov.	Philadelphia.	1876
Richmond and Danville:						Scioto & Hocking Valley (M. & C.):					
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880	1st Mort. assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1876
1st Mortgage guar. by Va. ....	158,100	6	"	"	1875	Seaboard and Roanoke:					
Consolidated Mort. ....	1,722,600	6	May & Nov.	N. Y. & Rich.	75-90 80	1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800
4th Mortgage.....	64,500	6	—	Richmond.	75-75	1st Mortgage.....	16,000pm	8*	— & —	New York.	1890
Bonds to Roanoke Val. R.R. Co. ....	129,600	6	Feb. & Aug.	"	71-76	1st Mortgage.....	16,000pm	8*	— & —	New York.	1889
Rich, Frederickburg & Potomac:						1st Mortgage, guar. by Ala. .... gold	16,000pm	8*	— & —	New York.	1890
Sterling Bonds.....	67,777	6	Jan. & July.	London.	1875	Selma, Marion and Memphis:					
Dollar Bonds.....	124,489	6	"	Richmond.	var	1st Mortgage, guar. by Ala. .... gold	16,000pm	8*	March & Sept.	New York.	1889
Dollar Bonds.....	274,228	7	"	"	var	Selma and Meridian:					
Richmond and Petersburg:						1st Mortgage (3d series).....	796,830	6	various.	— & —	
Mortgage (old) various.....	151,298	var	various.	N. Y. & Rich.	var	Selma, Rome and Dalton:					
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	1875	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887
Richmond and York River:						2d Mortgage.....	6,000,000	7	— & —	"	1889
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	Shamokin Valley & Pottsville (N.C.):					
Roanoke Valley (R. & Dan.):						1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872
1st Mortgage, guaranteed.....	128,600	6	Feb. & Aug.	Richmond.	71-78	Sheboygan and Fond du Lac:					
Rochester & Genesee Val. (Eric):						1st Mortgage.....	750,000	7	June & Dec.	New York.	1884
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	Shenango and Allegheny:					
Rockford, R. Island & St. Louis:						1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889
1st Mortgage, conv. S.R. tax free.....	9,000,000	7	Feb. & Aug.	N. Y. & Lond.	1919	Shore Line (N. Y. & N. H.):					
Rocky River:						1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1890
1st Mortgage, of Oct. 1, 1868.....	30,000	7	April & Oct.	Cleveland.	1873	Sioux City and Pacific:					
Rome, Watertown & Ogdensburg:						1st Mortgage Jan. 1, 1868.... gold	1,628,000	6*	Jan. & July.	New York.	1898
1st Mortgage (general) Skg Fund.....	632,500	7	June & Dec.	New York.	1891	2d Mortgage (U.S. subsidy).... cur.	1,628,320	6	"	"	1898
1st Mort. (W. & R.) Skg Fund.....	796,900	7	March & Sept.	"	1880	1st Mortgage, L. G. tax free....	14,000pm	7	— & —	New York.	1890
1st Mort. (Potsdam & Watert.):	345,500	7	June & Dec.	"	1874	Somerset (Mc. Central):					
Rondout and Oswego:						1st Mortgage, June 1, 1871.... gold	450,000	7*	June & Dec.	Boston.	1891
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	South Carolina:					
Rutland (Verm. Central):						Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	78-88
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	Domestic Bonds (H) 1896-97....	306,500	7	April & Oct.	Charleston.	71-72
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	Domestic Bonds (G) 1892-97....	342,500	6	Jan. & July.	"	73-74
Rutland & Burlington (Rutland):						Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	88-91
1st Mort. conv. into pref. stock.....	70,000	7	Feb. & Aug.	Boston.	1863	Domestic Bonds (special) Sep. '66....	75,000	6	Jan. & July.	"	80-92
2d Mort. conv. into com. stock.....	67,000	7	"	"	1863	Real Estate Mortgage.....	80,733	7	various.	"	71-91
Saint Croix and Penobscot:						Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	82-88
1st Mort. (Cal. & Baring R.R.):	95,200	6	Jan. & July.	Calais, Me.	1879	South Georgia & Florida (A. & G.):					
2d Mort. ( " " " ).....	17,500	6	"	"	1879	1st Mort. assumed by At&l Gulf	464,000	7	— & —	New York.	1890
Calais Loan to Lewey's Isl. R.R. ....	130,000	6	June & Dec.	"	1879	2d Mort. " " " "	200,000	7	— & —	"	1890
St. Joseph & C. B. (K.C., St. J. & C.):						South Mountain Iron:					
1st Mortgage (80 m. in Missouri).....	1,400,000	10	March & Sept.	Boston.	1892	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888
2d Mortgage ( " " " ).....	339,500	8	June & Dec.	"	1874	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884
St. Joseph & Denv. (C.E.D. 112m.):						South and North Alabama:					
1st Mort. of Aug. 14, 1869 free.....	1,500,000	8	Feb. & Aug.	N.Y.L'n & Fk.	1899	1st Mort., endor. by Ala., tax free.....	22,000pm	8*	Jan. & July.	New York.	1890
St. Joseph & Denv. (C.W.D. 160m.):						South Pacific (At&l & Pac.):					
1st M. RR. lands of M'y 14, '70, free.....	5,000,000	8	Feb. & Aug.	N.Y.L'n & Fk.	1900	1st Mort. assumed by A. & P. ....	7,250,000	6*	Jan. & July.	New York.	1888
St. Lawrence & Industry (Can.):						South Shore (Mass.):					
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880
St. Louis, Alton and Terre Haute:						1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887
1st Mortgage (Series A) skg f'd. ....	1,100,000	7	Jan. & July.	New York.	1894	South Side (L. I.):					
1st Mortgage (Series B) skg f'd. ....	1,100,000	7	April & Oct.	"	1894	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	South and Cedar Rapids:					
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	1st Mortgage.....	1,500,000	7*	May & Nov.	New York.	1900
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1894	2d Mortgage.....					
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	2d Mort. (Cal.) Pacific:					
St. Louis, Conn. B'lwls & Omaha:						1st Mortgage for \$22,000,000. gold.....					
1st Mortgage, guaranteed.... gold	16,000pm	7	Jan. & July.	New York.	1901	1st Mort., Apr. 1, 1868 tax free.....	20,000pm	7	April & Oct.	New York.	1888
St. Louis and Iron Mountain:						1st Mort. for \$22,000,000. gold.....					
1st Mortgage of Aug. 1, 1867 gold.....	4,000,000	7	Feb. & Aug.	New York.	1892	1st Mort., Apr. 1, 1868 tax free.....	20,000pm	7	April & Oct.	New York.	1888
St. Louis, Jacksonville & Chicago:						1st Mort., Apr. 1, 1868 tax free.....	20,000pm	7	April & Oct.	New York.	1888
1st Mortgage of Mar. 1 <sup>st</sup> , 1864.....	2,365,000	7	April & Oct.	New York.	1894	1st Mort., Apr. 1, 1868 tax free.....	20,000pm	7	April & Oct.	New York.	1888
2d Mortgage of May 1, 18, 8 S.....	360,000	7	Jan. & July.	"	1895	1st Mort., Apr. 1, 1868 tax free.....	20,000pm	7	April & Oct.	New York.	1888
St. Louis, Lawr. & Denv. (Pacific):						1st Mort., Apr. 1, 1868 tax free.....	20,000pm	7	April & Oct.	New York.	1888
1st Mortgage, guaranteed.... gold	1,020,000	6	Jan. & July.	New York.	1901	1st Mort., Mar. 1, 1870.... gold	571,500	7*	March & Sept.	Philadelphia.	1891
St. Louis and Santa Fe:						2d Mort. Sept. 1, 1870.... gold	80,000	7*	"	"	1880
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	South Western (Cen. of Ga.):					
St. Louis and South Eastern:						Mortgage Bonds, various.....	399,000	7	various.	Macon.	77-80
1st Mort. skg fund conv.... gold	3,250,000	7*	May & Nov.	New York.	'94-95	Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	---
St. Louis, Jacksonvillo & Chicago:						Spartanburg and Union:					
1st Mortgage of Mar. 1 <sup>st</sup> , 1864.....	2,365,000	7	April & Oct.	New York.	1894	1st Mortgage, end. by S. Car. ....	350,000	7	Jan. & July.	Charleston.	---
2d Mortgage of May 1, 18, 8 S.....	360,000	7	Jan. & July.	"	1895	1st Mortgage not endorsed.....	198,370	7	"	"	---
St. Louis, Lawr. & Denv. (Pacific):						Springfield & Illinois S. Eastern:					
1st Mortgage, guaranteed.... gold	1,020,000	6	Jan. & July.	New York.	1901	1st Mortgage.....	18,000pm	7*	Jan. & July.	New York.	1890
St. Louis, Van. & T. H. (T. H. & I.):						Summit Branch:					
1st Mortgage, S. F., guaranteed....	1,900,000	7	Jan. & July.	New York.	1897	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886
2d Mortgage, S. F., guaranteed....	2,000,000	7	April & Oct.	New York.	1887	1st Mortgage.....	350,000	7	— & —	New York.	1874
St. Paul and Chicago (M. & St. P.):						1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875
1st Mort. of 1870..... gold	3,000,000	7*	J. A. J. & O.	New York.	1900	2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1880
St. Paul and Pacific 1st Division:						1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	1st Mortgage.....	18,000pm	7*	Jan. & July.	New York.	1874
1st Mort. (St. Paul to Wab. 80m.)	700,000	7	Jan. & July.	"	1892	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1874
Land Grant & 2d Mort. (80 m.):	1,200,000	7	June & Dec.	"	1892	1st Mortgage.....	350,000	7	— & —	New York.	1874
General Mort. R.R. & L. \$2,020,000						1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875
General Mort., R.R. & Lands sig.	780,000	7*	"	London.	---	2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1880
1st M. (W. Line & L.) for \$3,000,000						1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886
2d M. (W. Line & L.) for \$6,000,000						1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875
St. Paul and											

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where	Due.				When.	Where	Due.	
Tioga:												
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	...	Western Union (M. & St. P.):	\$3,275,000	7	Feb. & Aug.	New York.	1896
Toledo, Peoria and Warsaw:							1st Mortgage for \$5,000,000 .....					
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	90	1st Mortg. of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	58	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	78	Consolidated mort. Apr. 1, 1869.....	979,000	7	April & Oct.	"	1899
Equipment sinking fund.....	406,000	8	Jan. & July.	"	1879	...	West Shore Hudson River:					
Toledo, Wabash and Western:							1st Mortgage.....	676,300	7	— & —	New York.	...
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	94	West Wisconsin:					
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	...	1st M. L. G. stg. convok. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885
2d Mort. (Tol. & Wabash 75 m.).....	1,000,000	7	May & Nov.	"	1878	89	Wimico and Pocomoco:					
2d Mort. (Wab. & West. 167 m.).....	1,500,000	7	"	"	1871	...	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888
Equipm't Bonds (T. & W. 75m.).....	600,000	7	"	"	1883	85	Williamston and Tarboro:					
Consol. M. (T. & W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	79	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	81	Wilm., Charlotte & Rutherford:					
Troy and Boston:							1st mortgage.....	1,000,000	8	Jan. & July.	New York.	87-97
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	1st Mortgage, endor. by N. Car.	1,00,000	8	"	"	87-97
2d Mortgage.....	300,000	7	April & Oct.	"	1885	...	Wilmington and Reading:					
3d Mortgage.....	650,000	7	May & Nov.	"	1875	...	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900
Convertible Bonds.....	648,000	7	"	"	1882	...	2d Mortgage.....	282,200	7	Jan. & July.	"	1902
Troy, Salem & Rutland (R. & Sar.):							Wilmington and Weldon:					
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	...	Sterling Loan.....	576,888	6	Jan. & July.	London.	1881
Troy Union:							Sterling Loan.....	197,777	7	May & Nov.	"	1885
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896
Union Pacific:							Winona & St. Peter (C. & N. W.):					
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	95-99	84	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	...
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	70	2d Mortgage.....	12,000pm	7	May & Nov.	"	...
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	72	CANAL BONDS:					
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	95-99	72	Chesapeake and Delaware:					
Union Pacific—Central Branch:							1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1865	...	Chesapeake and Ohio:					
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	...	Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870
Union Pacific, E. D. (see K. Pac.):							Sterling Loan guaranteed.....	4,375,000	5*	"	London.	1890
Union Pacific, S. Br. (M. K. & T.):							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885
1st M. R. R. 342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	...	Delaware Division (L. C. & W.):					
Union and Titusville:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	...	Delaware and Hudson:					
Utica and Black River:							Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877
1st Mortgage, July 1868.....	150,000	7	Jan. & July.	New York.	1878	...	Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884
Vermont Central:							Delaware and Raritan (See Camden and Albany R. R.):					
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	85	1st Mortgage.....	743,654	7	Jan. & July.	Philadelphia.	1865
2d Mortgage.....	1,500,000	7	"	"	1891	37	2d Mortgage.....	161,960	7	"	"	1873
Equip. Loans of 1866-67.....	1,000,000	8	May & Nov.	"	1889	76-77	Lehigh Coal and Navigation:					
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	100	Mortgage Loan.....	5,655,100	6	J. A. J. & O.	Philadelphia.	1884
Stanstead, Shefford & Cham. b'd's	600,000	7	Jan. & July.	"	1880	102	Mortgage Loan.....	2,0,000	6	"	"	84
Guar. Stock (Vt. & Co.).....	2,000,000	8	June & Dec.	"	1880	100	Gold Loan.....	5,000,000	6*	"	"	1897
Vermont and Massachusetts:							Gold Loan.....	980,000	6*	June & Dec.	"	1897
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1883	92	Convertible Loan.....	1,996,879	6	"	"	1894
Convertible tax free, bonds.....	200,000	7	"	"	1879	...	Monongahela Navigation:					
Vermont Valley (Vt. Central):							1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	...	2d Mortgage.....	7,000	6	"	"	1875
1st Mortgage.....	114,000	6	"	Boston.	1860	...	Morris (and Banking):					
1st Mortgage.....	293,200	7	"	New York.	1859	...	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884
Vicksburg and Meridian:							2d Mortgage.....	285,000	6	"	"	...
General Mort., 1st series (red).....	\$722,500	7	Jan. & July.	Philadelphia.	1890	...	Boat Loan, sinking fund.....	236,965	7	"	"	1876
" " 2d series (blue).....	550,000	7	"	"	1890	...	Dividend Scrip.....	103,164	7	— & —	"	1885
" " 3d series (black).....	154,000	7	"	"	1890	...	Pennsylvania:					
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890	...	1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887
Special Loan.....	225,438	8	Jan. & July.	"	1890	...	2d Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.	1872
Vineland:							3d Mortgage.....	4,006,670	6	Jan. & July.	"	78
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	...	Plain Bonds.....	171,354	6	"	"	77
Virginia Central see "Ogasa & O."							Improvement bonds.....	305,500	6	May & Nov.	"	81
Virginia and Tennessee (A. M. & O.):							Boat and Car Loan 1863.....	800,000	6	"	"	88
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	Boat and Car Loan 1864.....	638,650	7	"	"	88
2d Mortgage.....	4,000	6	"	"	1869	78	Susquehanna (S. & Tide Water):					
3d Mortgage.....	990,000	6	"	"	1864	...	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894
Income Mortgage.....	113,000	6	"	"	1866	...	2d Mortgage.....	700,000	6	"	"	68
4th Mortgage.....	846,000	8	"	"	1860	88	3d Mortgage stg. ....	872,667	6*	"	"	1885
Registered Certificates.....	116,129	8	"	"	1860	...	Tide-Water (Susq. & Tide-W.):					
Interest Funding Bonds.....	204,200	8	"	"	1860	...	1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894
Wallkill Valley (20,000 per mile):							2d Mortgage.....	300,000	6	"	"	...
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	...	3d Mortgage.....	436,333	6	"	"	1885
Ware River (N. & N.):							Union:					
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	...	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883
Warren (D. L. & W.):							West Branch and Susquehanna:					
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	...	1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878
Warwick Valley (Erie):							2d Mortgage.....	297,000	6	May & Nov.	"	...
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	...	3d Mortgage.....	13,000	6	"	"	1888
Washington and Ohio:							Wyoming Valley (Penna.):					
1st Mortgage 1868 for \$8,000,000.....	7	May & Nov.	New York.	1898	...		1st Mortgage, assumed by Pa. ....	600,000	6	Jan. & July.	Philadelphia.	1878
Watertown & Rome (R. W. & O.):							MISCELLANEOUS:					
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	...	American Dock & Improvement:					
Sinking Fund.....	796,900	7	"	"	1880	...	1st Mort. guar. by C. R. R. Co. ....	2,000,000	7	Jan. & July.	New York.	1888
Westchester and Philadelphia:							Consolidated (Md.) Coal:					
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	...	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885
3d Mortgage (8¢ compromised).....	557,400	6	April & Oct.	"	1878	...	Pennsylvania Coal:					
Western Alabama:							1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	...	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881
1st Mortgage (before consolid.).....	600,000	8	"	"	1888	...	Mariposa:					
1st Mortgage (M. & W. Point R. R.):	750,000	8	Jan. & July.	"	1881	...	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1881
Western B. & Albany:							2d Mortgage.....	2,000,000	7	April & Oct.	"	...
Sterling Bonds.....	1,619,620	5*	April & Oct.	Baltimore.	1890	...	Quicksilver:					
Albany Loan (A. & W. Stockbridge).....	600,000	6	Jan. & July.	Baltimore.	1890	...	1st Mortgage.....	500,000	7	June & Dec.	New York.	1872
Dollar Bonds.....	753,500	6	April & Oct.	"	1890	...	2d Mortgage.....	1,000,000	7*	Jan. & July.	"	90
Western Maryland:							Western Union:					
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	...	1st Mortgage (S. F.) convertible.....	4,534,000	7	May & Nov.	New York.	1875
2d Mortgage preferred.....	600,000	6	"	"	1890	...	2d Mortgage.....	89,500	7*	Jan. & July.	"	...
Bonds endorsed by Balt.....	600,000	6	"	"	1890	...			</td			

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

*... in article (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (...) signify "not ascertained."*

BOSTON PLATE & GLASS COMPANY. BOSTON, MASS.

Abstract of General Balance Sheet.									
Value of Shares.		Market. Par.		Operations.		Earnings.		Dividends.	
				Carried one mile.		Net			
		Freight.		Gross.		Tons.		P. c. p. e.	
Passen- gera.		Number.		Tons.		67,824		14,116	
Trains Moved.		M.		M.		60,000		60,000	
Railroad Operated.		M.		M.		208,000		100	
Surplus Income.		M.		M.		5,985,000		100	
Accounts.		M.		M.		5,985,000		91	
Stocks.		M.		M.		5,985,000		100	
Accounts and Cash.		M.		M.		5,985,000		100	
Assets									
Railroad		* * * * *		* * * * *		* * * * *		* * * * *	
Properties and Assets.									
Companies.									
Accounts and Cash.									
Accounts and Cash.									
Assets									
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Assets									

Dec. 31, 1870	75,000	5	2	168	Chicago, Cincinnati and Louisville . . . . .	Ind.	2,500,000	156,000	10,000	1,600,000	1,000,000	720 (Re-organization of Clin. Peru & (Chic.)	
Dec. 31, 1870	72,0	4	2	169	Davville and Vincennes . . . . .	Ill.	1,300	13	6	1,260,000	600,000	.....	
Dec. 31, 1870	1,3	63,0	13	6	Chicago, Iowa and Nebraska . . . . .	Iowa	5,000,000	.....	.....	3,916,000	810,000	.....	
Dec. 31, 1870	82,5	16	7	169	Chicago and N. West-n.-Ill., Wis. & Mich.	Ill.	6,113,6,881	36,156,57*	18,049,000	1,188,251	567,950,10	100	
May 31, 1871	83,4	167	143,0	264	Chicago and Michigan Lake Shore . . . . .	Ill.	8,6	6	440	4,000,000	4,000,000	.....	
Mar. 31, 1871	494,0	146	63	26,266	Chicago, Rock Island & Pacific. Ill. & Iowa	Ill.	26,703,243	.....	.....	11,694,914	5,383,408	8	
Dec. 31, 1871	494,0	146	63	108,5	Chicago and South Western . . . . .	Iowa	12,000,000	.....	.....	44,809,419	161,864,619	6,028,287	
Dec. 31, 1870	38,6	8,6	1	1	Chillicothe and Brunswick . . . . .	Mo.	846,000	21,40	.....	7,000,000	400,000	2,622,828	
Apr. 30, 1871	40,0	2,5	13	54,0	Clin. Cumber. Gap & Charles. T. & N. C.	Ill.	1,624,460	1,006,251	.....	345,000	600,000	.....	
Mar. 31, 1871	60,1	33,4	8	34	13	447 Cincinnati, Hamilton and Dayton . . . . .	Ohio	3,974,406	1,006,251	.....	426,000	600,000	40,000
Jan. 30, 1871	20,5	6,7	12	44	Cincinnati, Indiana . . . . .	Ohio & Ind.	2,000,000	.....	.....	2,032,000	306,686	25,000	
Jun. 30, 1871	98,0	5,6	16	12	5	Clin. and Indianapolis Union. O. & Ind.	Ind.	6,187,646	.....	.....	2,000,000	3,027,450	123,0
Jun. 30, 1871	12,0	5,6	1	8,8	Clin., Lexington and E. Tennessee. Tenn.	Tenn.	1,000,000	.....	.....	2,053,000	1,081,788	26,713	
Jun. 30, 1871	12,0	2,9	1	8,6	Cincinnati and Martinsville . . . . .	Indiana	800,000	.....	.....	1,000,000	400,000	100	
Jun. 30, 1871	132,0	9,0	16	11	266 Cincinnati and Muskingum Valley . . . . .	Ohio	820,733	120,45	700	81,000	382,500	1,120,294	
Mar. 31, 1871	42,0	6,3	1	71	Cincinnati, Richmond and Chicopee. Ohio & Ind.	Ohio	5,840,623	.....	27,119	20,063	3,386,446	4,217,851	
Jun. 30, 1870	156,0	20,6	6	31	268 Cincinnati, Sandusky & Cleveland . . . . .	Ohio	12,068,187	.....	1,808,063	436,177,114	2,047,166		
Dec. 31, 1870	156,0	89	47	20	1,541 Cleveland and Mahoning . . . . .	Ohio & Ind.	301,456,000	188,402	2,065,76,9	1,525,200	2,000,000	192,366	
Jan. 24, 1871	67,8	12,4	3	33	147,934 Cleveland and Mahoning . . . . .	Ohio	1,234,000	.....	1,150,000	145,000	25,948	76,675	
Jan. 30, 1871	73,7	5,9	1	6,9	149 Cleve., Mt. Vernon and Delaware . . . . .	Ohio	1,128,827	21,150	418,666	1,943,588	3,751,344	412,512	
Nov. 30, 1870	124,0	75,6	8	78	40 Cleveland and Pittsburg . . . . .	Penn.	3,751,344	13,000,000	1,000,000	2,128,775	29,489	221,192	
Dec. 31, 1870	188,0	25,0	7,2	12	8 Co., Chic. & Ind. Cent. . . . .	Ohio, Ind. & Ill.	37,010,174	12,000	1,000,000	2,010,174	1,000,000	10,000	
Mar. 31, 1871	75,3	13,0	8	32	33 Cleveland and Columbus & Hocking River . . . . .	Ohio	1,086,859	472,034	1,000,000	1,000,000	1,000,000	100	
Mar. 31, 1871	35,0	7,0	1	6,5	Concord and Portamont . . . . .	N. Hampshire	1,000,000	63,040	106,631	1,000,000	1,000,000	100	
Jun. 30, 1871	110,3	12,7	17	13	7 Connecticut and Passumpsic River . . . . .	Riv. Vermont	1,167,616	223,421	191,439	44,134	2,128,775	206,947	
Sept. 30, 1870	50,0	3,4	17	12	8 Connecticut River . . . . .	Massachusetts	1,028,900	250,405	1,000,000	250,000	234,484	318,422	
Dec. 31, 1870	177,0	67,5	1,7	44,0	Connecticut Valley . . . . .	Connecticut	1,082,900	250,251	1,000,000	250,000	194,752	217,174	
Dec. 31, 1870	177,0	9,5	1	4,0	Connecticut Western . . . . .	Connecticut	1,089,383	.....	.....	1,089,383	.....	100	
Dec. 31, 1870	177,0	6,8	1	1,1	Cook, Clinch and Tennessee . . . . .	Tenn.	278,300	250,000	1,000,000	200,000	1,000,000	100	
Dec. 31, 1870	177,0	14,6	1	1,1	Cook, Clinch and Tennessee . . . . .	Penn.	257,000	250,000	1,000,000	200,000	1,000,000	100	
Sept. 30, 1870	16,0	1,0	0,3	3	217 Cooperstown and Susquehanna . . . . .	Penn.	1,015,000	200,000	1,000,000	200,000	200,000	100	
Dec. 31, 1870	177,0	7,6	2	2	117 Cornell . . . . .	Penn.	384,225	.....	300,000	1,730,800	247,970	74,000	
Dec. 31, 1870	177,0	7,6	2	2	440 Cumberland and Valley . . . . .	Penn.	1,049,302	998,251	1,000,000	1,255,625	352,300	27,8	
Dec. 31, 1870	177,0	11,5	10,0	17	261 Cumberland and Valley . . . . .	Penn.	1,115,025	1,118,556	1,000,000	1,255,625	352,300	27,8	
Dec. 31, 1870	177,0	23,8	4,2	6	262 Danbury and Norwalk . . . . .	Conn.	1,049,229	1,118,556	1,000,000	1,255,625	352,300	27,8	
Dec. 31, 1870	177,0	22,0	6,9	2	263 Danbury, Hartcock and Wilkesbarre . . . . .	Penn.	1,047,079	87,788	24,909	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	22,0	6,9	2	264 Davenport and St. Paul . . . . .	Iowa	1,097,716	1,097,716	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	21,4	3,4	3,4	265 Detroit and Milwaukee . . . . .	Michigan	1,086,359	730,256	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	16,1	2,1	2	266 Dayton and Union . . . . .	Ohio	600,746	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	31,5	2,7	2	267 Dayton and Union . . . . .	Ohio	600,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	31,5	2,7	2	268 Dexter and New York . . . . .	Delaware	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	14,0	3,0	3	269 Dover and Delaware . . . . .	Delaware	2,141,300	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	24,0	5,6	1	270 Dover and Wilmington . . . . .	Penn.	16,100,000	3,725,000	1,000,000	18,800,850	3,830,000	116,000	
Dec. 31, 1870	177,0	102,0	10,2	124	271 Newark, Lack. and Western . . . . .	Penn.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	104,0	10,6	124	272 Newark, Lack. and Western . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	273 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	274 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	275 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	276 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	277 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	278 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	279 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	280 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	281 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	282 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	283 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	284 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	285 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	286 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	287 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	288 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	289 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	290 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	291 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	292 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	293 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	294 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	295 Newark & New York . . . . .	Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	177,0	124,0	21,0	21	296 Newark & New York . . . . .	Ohio	1,000,000	1,000,000					

## RAILROAD SHARE LIST, including Mileage, Rolling stock, Debts, Income, Dividends, &c., &c.

Land Grant Railroad." A dead (—) across the column headed "Rolling Stock" signifies that the cost thereof is included in the landed Railroad. Land Grant Railroads are printed in Italics. State and Railroads are distinguished by a colon (:) preceding the name.



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

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Abstract of General Balance Sheet.									
Value of Shares.		Operations.							
Market.		Earnings.							
Par.		Dividends.				Net			
		Gross.				Carried one mile.			
		Freight.		Passenger.		Tons.		P.C.	
		Trains Moved.		Number.		(Under construction.)		100.	
		Railroad Operated.		M.		M.		100.	
		M.		M.		M.		100.	
		Surplus Income.		Accounts.		Bonds.		100.	
		Stocks.		Bonds.		Stocks.		100.	
		Accounts and Cash.		Accounts.		Bonds.		100.	
		Assets.		Assets.		Assets.		100.	
		Rolling Stock.		Railroad.		Railroad.		100.	
		Freight.		B. M. E.		B. M. E.		100.	
		Pass.		Pass.		Pass.		100.	
		Engines.		Engines.		Engines.		100.	
		Freight.		Freight.		Freight.		100.	
		Rail.		Rail.		Rail.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		B. M. E.		B. M. E.		B. M. E.		100.	
		Pass.		Pass.		Pass.		100.	
		Engines.		Engines.		Engines.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	
		Freight.		Freight.		Freight.		100.	
		Cars.		Cars.		Cars.		100.	

Oct. 31, 1870	64.0	7.0	13	3	76) Schuykill and Susquehanna	Penn.	1,268,539	*	105,220	1,268,150	97,000	118,988	207,264	50
Feb. 28, 1871	80.0	6.0	13	1	166) Seaboard and Roanoke Va. & N. Carolina	1,811,963	*	1,151,400	210,000	60,000	100,000	40.0	100	
Apr. 30, 1871	40.0	3.0	13	2	306) Seims and Gulf	1,940,000	*	1,000,000	640,000	40.0	40.0	(Under construction.)	100	
Apr. 30, 1871	60.0	2.0	13	2	2,262,230	1,000,000	*	916,062	790,830	60.0	60.0	(Under construction.)	100	
Dec. 31, 1871	81.3	6.3	13	6	106) Selma and Marion	1,450,000	*	8,000,000	11,700,000	100	100	100	100	
Dec. 31, 1871	80.0	6.3	13	6	127) Selma, Rome and Dalton, Ala.	1,000,000	*	8,000,000	11,700,000	100	100	100	100	
Dec. 31, 1870	28.0	4.5	10	6	145) Shannokin Valley and Pottsville, Penn.	1,663,450	*	700,000	2,925,565	100	100	100	100	
Dec. 31, 1870	28.0	4.5	10	6	71) Sheboygan and Fond du Lac	2,000,000	944	1,243,000	750,000	100	100	100	100	
Dec. 30, 1870	50.0	2.6	10	2	75) Shenango and Allegheny	1,925,600	74,946	157,837	520,000	100	100	100	100	
Dec. 31, 1870	10.0	2.6	10	2	134) Shore Line	1,195,800	*	905,700	3,000,000	35,000	100	100	100	
Jun. 30, 1870	10.5	5.4	12	4	184) City and Pacific	4,644,100	*	1,788,000	3,250,520	100	100	100	100	
Dec. 31, 1870	16.0	0.6	12	4	184) South Branch	1,450,654	*	438,700	3,250,520	100	100	100	100	
Dec. 31, 1870	10.7	10.7	43	47	184) New Jersey	438,654	*	316,466	519,276	4,434,349	452,030	363,009	100	
Dec. 31, 1870	106.0	10.7	43	47	184) South Carolina	1,000,000	*	2,000,000	2,000,000	206,270	100	100	100	
Dec. 31, 1870	94.0	2.9	89.0	6	46) South and North Alabama	1,400,000	*	686,100	222,000	49,0	100	100	100	
Dec. 31, 1870	11.5	3	12	2	15) South Shore	462,107	*	1,243,000	160,000	24,807	71,162	11,5	100	
Sept. 30, 1870	0.8	68	17	2	15) South Shore	2,617,151	*	1,000,000	2,250,000	694,500	95,000	100	100	
Sept. 30, 1870	0.8	2.0	27.6	8	73) Southern Central	1,380,882	*	3,000,000	1,500,000	761,296	125,000	100	100	
Dec. 31, 1870	10.0	8.0	60.0	3	73) Staten Island	1,000,000	*	2,500,000	1,500,000	100,000	100	100	100	
Dec. 31, 1870	10.0	0.3	87.0	1	73) Southern Iowa and Cedar Rapids, Iowa	1,448,706	*	700,000	200,000	46,000	100	100	100	
May 31, 1871	10.5	0.6	40.0	17	292) Minnesota	32,426	*	2,000,000	1,000,000	448,700	445,700	100	100	
May 31, 1871	80.0	10.7	43	47	292) Southern Minnesota	32,426	*	2,000,000	1,000,000	267,380	267,380	100	100	
Apr. 30, 1871	68.0	2.8	744.0	5	43) Southern Pacific	1,400,000	*	2,000,000	1,000,000	483	483	100	100	
Dec. 31, 1870	2.0	2.0	2.0	2	43) Southern Pacific	1,400,000	*	2,000,000	1,000,000	750,000	750,000	100	100	
Dec. 31, 1870	143.0	24.0	13.0	1	73) Sullivan and Erie	1,250,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Dec. 31, 1870	143.0	24.0	13.0	1	73) New Jersey	617,850	*	1,200,000	1,000,000	317,850	317,850	100	100	
Dec. 31, 1870	84.0	3.4	10.3	2	31) Springfield & So. Eastern	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Dec. 31, 1870	160.0	8.0	60.0	3	31) New York	4,600,000	*	1,000,000	1,000,000	317,850	317,850	100	100	
Dec. 31, 1870	13.0	0.3	3.0	6	6) Staten Island	1,000,000	*	1,000,000	1,000,000	317,850	317,850	100	100	
Nov. 30, 1870	21.6	1.1	1.1	1	6) Staten Island	1,000,000	*	1,000,000	1,000,000	317,850	317,850	100	100	
Nov. 30, 1870	21.6	1.1	1.1	1	6) Staten Island	1,000,000	*	1,000,000	1,000,000	317,850	317,850	100	100	
Mar. 31, 1871	26.4	2.0	2.0	2	73) New Hampshire	1,250,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Dec. 31, 1870	16.0	1.1	1.1	1	73) New Hampshire	1,250,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Dec. 31, 1870	24.0	1.1	1.1	1	73) New Hampshire	1,250,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Dec. 31, 1870	8.4	3.4	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	100	
Sept. 30, 1870	11.1	10.0	16.3	14	33) Syracuse, Binghamton and N. Jersey	1,288,000	*	1,200,000	1,000,000	317,850	317,850	100	1	

## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out-standing.	Div'ds.	Rate.	Paid.	Market Price.
<b>RAILROAD STOCKS:</b>					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...	
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...	
Baltimore and Ohio, pref.	3,000,000	6	6	...	
Berkshire, * guaranteed.	600,000	7	7	...	
Bloomsburg and Corning, * guar.	250,000	5	5	...	
Boston, Concord and Montreal, pref.	1,340,000	6	6	75	
Buffalo, N. York and Erie* guar.	950,000	7	7	74	
Camden and Atlantic, pref.	753,685	7	7	70	
Catawissa,* pref. and guar.	2,200,000	7	7	86	
Cayuga and Susquehanna,* guar.	589,110	...	9	...	
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	...	
Central (Ohio, preferred.	400,000	7	7	31	
Chemung, * guar.	580,000	8	6	...	
Chehaw, pref. and guar.	2,017,815	7	3	54	
Chicago and Alton, pref.	2,425,400	7	10	114	
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...	
Chicago and Northwestern, pref.	20,370,293	7	7	84	
Cleveland and Mahoning,* guar.	2,056,000	7	7	...	
Cleveland and Toledo,* * guar.	6,250,000	...	34	...	
Cochecho, preferred.	177,750	8	...	...	
Connecticut and Passumpsic Rivers, preferred.	...	...	...	...	
Cumberland Valley, 1st pref.	1,822,100	6	6	91	
" " 2d pref.	241,900	8	8	114	
Delaware,* guaranteed.	242,000	8	8	...	
Detroit & Milwaukee,* preferred and guaranteed.	594,361	6	6	...	
Dubuque and Sioux City,* preferred and guaranteed.	1,500,000	6	...	...	
Dubuque Southwestern, pref.	1,088,170	7	7	97	
Eastern (N. H.)* guaranteed.	530,308	7	7	...	
Elmira, Jefferson and Canandaigua,* guaranteed.	492,500	8	8	...	
Elmira and Williamsport,* guar.	500,000	5	5	...	
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	88	
Erie, preferred.	8,536,910	7	7	65	
Evansville and Crawfordsville pref.	100,000	...	...	...	
Hannibal and St. Joseph, pref.	5,075,224	...	654	...	
Harrisburg and Lancaster,* guar.	1,182,550	7	7	...	
Housatonic, preferred.	1,180,000	8	4	104	
Huntingdon & Broad Top Mountain, preferred.	2,646,100	7	7	...	
Joliet and Chicago,* guar.	190,750	7	34	25	
Joliet and Northern Indiana,* guar.	1,500,000	7	7	...	
Lackawanna and Bloomsburg, pref.	300,000	8	8	...	
Ledda and Farmington,* guar.	500,000	7	...	5	
Little Schuylkill,* guar.	2,646,100	7	7	...	
Louisville, Cincinnati and Lexington preferred.	548,700	9	9	874	
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	...	
" " 2d pref.	4,051,744	6	6	11	
Manchester and Lawrence*.	1,000,000	...	9	...	
Michigan Southern, guaranteed.	586,800	10	10	...	
Mill Creek and Mine Hill,* guar.	323,375	10	10	...	
Milwaukee and St. Paul, preferred.	9,744,268	7	7	73	
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	...	
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	...	
New Haven and Northampton*.	1,344,000	...	2	...	
New York and Harlem, pref.	1,500,000	8	8	135	
Ningara Bridge and Canandaigua,* guar.	1,000,000	6	6	...	
North Eastern (S. C.) preferred.	115,000	8	8	...	
Ogdensburg and L. Champlain pref.	1,037,000	8	8	1064	
Ohio and Mississippi, pref.	3,500,000	7	7	78	
Paterson and Hudson,* guar.	630,000	8	8	...	
Paterson and Ramapo,* guar.	248,000	...	5	...	
Pearl and Bureau Valley,* guar.	1,200,000	...	6	...	
Philadelphia and Erie,*.	5,996,700	...	...	...	
Philadelphia and Reading, pref.	1,551,800	...	10	...	
Philadelphia and Trenton,* guar.	1,099,720	...	10	...	
Pittsfield and North Adams,* guar.	450,000	6	6	...	
Potl. & Kennebec (Yarmouth) guar.	20,000	6	6	...	
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	...	
Portsmouth and Concord*.	350,000	7	7	...	
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7	...	
Rochester and Genesee Valley*.	557,560	...	7	...	
Rutland, preferred.	7	7	77	...	
St. Louis, Alton and T. H., pref.	2,040,000	7	7	61	
Sandusky and Cincinnati, pref.	445,514	6	6	364	
Schuylkill Valley,* guar.	576,000	5	5	...	
Shamokin Valley & Pottsville,* guar.	863,450	5	5	...	
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	...	
" " " (E. D.) pref.	1,700,000	7	7	...	
Toledo, Wabash and Western, pref.	1,000,000	7	7	84	
Troy and Greenbush,* guar.	274,000	7	7	...	
Vermont and Canada,* guar.	2,500,000	8	8	...	
Warren,* guar.	1,408,300	7	7	...	
White Mountains,* guar.	200,000	5	5	...	
Wrightv. York & Gettysburg, pref.	317,000	...	2	...	
<b>CANAL STOCKS:</b>					
Delaware Division,* guar.	1,633,350	8	8	...	
Morris, preferred.	1,175,000	10	10	122	
Schuylkill Navigation, pref.	2,888,997	6	6	30	
Union, preferred.	...	6	...	2	...
<b>MISCELLANEOUS STOCKS:</b>					
Cumberland Coal, pref.	6	...	...	...	
Mariposa Mining, pref.	5,774,400	7	7	14	

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1 $\frac{1}{4}$ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 $\frac{1}{4}$ cents per lb.; Sheet, Band, Hoop and Scroll, 1 $\frac{1}{4}$ to 1 $\frac{1}{2}$ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.
Pig, Scotch, No. 1.....per ton \$3—@ \$38 50
Pig, American, No. 1.....37—@ \$38
Pig, American, No. 2.....35—@ \$36
Pig, American, Forge.....33—@ \$34
Bar, Refined, English and American.....—@ \$30
Bar, Swedes, assorted sizes.....(gold) 35—@ \$100—
Bar, Swedes, ordinary sizes.....107 50—@ \$120—
Bar, Refined.....85—@ —
Bar, Common.....90—@ —
Scroll.....102 50—@ \$132 50
Ovals and Half-round.....102 50—@ \$122 50
Band.....—@ \$75 50
Horse Shoe.....100—@ \$105—
Rods, 1/8-16 inch.....90—@ \$125—
Hoop.....107 50—@ \$150—
Nail Rod.....per lb. 64—@ —
Sheet, Russia, as to No.'s.....(gold) 174—@ —18
Sheet, Single D. and T. Common.....44—@ —54
Rails, English.....(gold).....per ton. 59—@ \$59
Rail—American at Works in Penna. " 70—@ \$71—
Anvils, (Eagle).....per lb. currency—8 @ —
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2 $\frac{1}{2}$ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents 3 $\frac{1}{2}$ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).—per lb. 15—@ 18
English Spring (2d and 1st quality).—7 @ —10
English Blister (2d and 1st quality).—10 @ —17
English Machinery.....11—@ —13
English German (2d and 1st quality).—10 @ —12
American Blister "Black Diamond"!.....—@ —12
American, Cast, Tool, do.....—15 @ —16
American, Spring, do.....—9 @ —11
American Machinery do.....—9 @ —10
American German do.....—9 @ —11
NAILS—DUTY: Cut, 1 $\frac{1}{4}$ ; Wrought, 2 $\frac{1}{2}$ ; Wrought Horse Shoe 5 cents per lb. (Cash.)

Cut, 10d. @ \$60.....per 100 lb. 4 50—@ —
Cut Spikes, all sizes.....4 75—@ —
Clinch.....6—@ —
Horse Shoe, Forged (No. 10 to 5).....per lb. 19—@ —33
Copper.....—@ —39
TIN—DUTY. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Bars.....(gold) per lb. 41—@ 41—41
Straits.....(gold).....364—@ 364
English.....(gold).....342—@ 342
Plates—Fair to good brands. —Gold—Currency—

I. C. Charcoal.....per box 8 75—@ 9—10 25—@ 10 75
I. C. Coke.....7 50—@ 8 50—9—@ 10—
Coke Terne.....6 37—@ 7 50—7 25—@ 9—
Charcoal Terne.....7 75—@ 8 25—9 50—@ 10—
American Window.

(Single Thick.)
1st. 2d. 3d. 4th.
Sizes. A. B. C. D.
6 by 8 to 7 by 9.....\$7 75 \$7 00 \$6 50 \$6 00
8 by 10 to 10 by 15.....8 25 7 50 7 00 6 50
11 by 14 to 12 by 18.....9 75 9 00 8 00 7 00
14 by 16 to 16 by 24.....10 50 9 50 8 50 7 50
18 by 22 to 18 by 30.....12 25 11 25 10 00 8 00
20 to 30 to 24 by 30.....15 00 13 75 11 50 9 00
24 by 31 to 24 by 36.....16 50 15 00 12 50 10 00
25 by 36 to 30 by 44.....17 50 16 00 14 50 12 50
30 by 46 to 32 by 48.....20 00 18 00 15 50 13 50
32 by 50 to 32 by 56.....22 00 20 00 17 00 14 50
Above.....25 00 25 00 20 00 16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10.....(4 qts.)...per 50 feet. 10—@ 7 75

8 by 11 to 10 by 15.....(4 qts.).....10 50—@ 8—

11 by 14 to 12 by 18.....(4 qts.).....12—@ 9 25

14 by 16 to 16 by 24.....(4 qts.).....12 50—@ 9 75

18 by 22 to 18 by 30.....(4 qts.).....15—@ 10 50

20 by 28 to 24 by 36.....(4 qts.).....18 50—@ 12 50

26 by 34 to 26 by 40.....(3 qts.).....21 50—@ 16—

28 by 38 to 28 by 44.....(3 qts.).....22—@ 16 50

28 by 46 to 30 by 48.....(3 qts.).....23—@ 17—

30 by 50 to 32 by 52.....(3 qts.).....24 50—@ 18—

32 by 54 to 34 by 56.....(3 qts.).....24 50—@ 19 50

34 by 58 to 34 by 60.....(3 qts.).....30—@ 22—

36 by 60 to 40 by 60.....(3 qts.).....36—@ 28—

(Subject to a discount of 55@60 per cent.)

English sells at 40@50 per cent. off the above rates.

## New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

Th-12. F-13. Sat-14. M-16. Tu-17. W-18

Canton Co.....72 70 69 67

Central Pacific 6a.....101 101 101 100

Central of N. Jersey.....104 103 104 101

Chicago & Alton.....113 113 113 113

... pref. ....

... 1 M. ....

... S. F. ....

... Inc. bds. ....

Chicago, Burl. & Q. ....125 124 123 126

... 8a, 1883 .....112 112 112 112

Chic. & Northwestern .....58 53 54 53

... pref. ....86 85 87 84

... 1st M. ....98 98 98 98

... S. F. ....

... Consol. ....92 92 92 92

Chic. Rock Isl. & Pac. ....96 96 97 97

## New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

Th.12. F.13. Sat.14. M.16. Tu.17. W.18

## FEDERAL STOCKS:-

U. S. 5s, 1874, reg.	.....	.....	.....	.....	.....	.....
U. S. 5s, 1874, coup.	.....	.....	.....	.....	.....	.....
U. S. 5s, 10-40s, coup.	108 $\frac{1}{2}$	109 $\frac{1}{2}$				
U. S. 5s, 10-40s, reg.	108 $\frac{1}{2}$	107 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$	108 $\frac{1}{2}$
U. S. 6s, 1881, reg.	115	115	115	115	115	115
U. S. 6s, 1881, coup.	115 $\frac{1}{2}$	116	116	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$
U. S. 6s, '81, O.W.L.	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, reg. '62-109 $\frac{1}{2}$	.....	110 $\frac{1}{2}$	.....	110	.....	.....
U. S. 6s, 5-20s, c. 1862-114 $\frac{1}{2}$	113 $\frac{1}{2}$	115 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$
U. S. 6s, 5-20s, reg. '64	.....	.....	110 $\frac{1}{2}$	.....	.....	.....
U. S. 6s, 5-20s, c. 1864-113 $\frac{1}{2}$	113 $\frac{1}{2}$	.....	.....	113 $\frac{1}{2}$	.....	.....
U. S. 6s, 5-20s, reg. '65-110	.....	.....	.....	110 $\frac{1}{2}$	.....	.....
U. S. 6s, 5-20s, c. 1865-114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$
U. S. 6s, 5-20s, r. n. '65	.....	.....	.....	110 $\frac{1}{2}$	.....	.....
U. S. 6s, 5-20s, reg. '67	112	112	112	112	112	112
U. S. 6s, 5-20s, c. 1867-112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$
U. S. 6s, 5-20s, reg. '68	.....	.....	.....	113	.....	.....
U. S. 6s, 5-20s, c. '68-112 $\frac{1}{2}$	112 $\frac{1}{2}$	.....	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$
U. S. 6s, Pac.R.R. issue 10 $\frac{1}{2}$	110 $\frac{1}{2}$	111 $\frac{1}{2}$				

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 17.

W.11. Th.12. F.13. Sat.14. M.16. Tu.17

Catawissa	.....	.....	.....	.....	.....	.....
.. preferred	46 $\frac{1}{2}$	46	43 $\frac{1}{2}$	44	44	44 $\frac{1}{2}$
Camden and Amboy	.....	.....	116	119	117	.....
.. 6s, 1875	.....	.....	.....	.....	.....	.....
.. 6s, 1883	90	.....	90	.....	.....	.....
.. 6s, 1889	.....	.....	.....	.....	.....	.....
.. mort. 6s, '89 90	.....	.....	.....	.....	.....	.....
Elmira & Williamsport	.....	.....	.....	.....	.....	.....
.. pref.	.....	.....	.....	.....	.....	.....
.. 7s	.....	.....	.....	.....	.....	.....
Lehigh Navigation	34 $\frac{1}{2}$	35 $\frac{1}{2}$	32	34 $\frac{1}{2}$	34	33 $\frac{1}{2}$
.. 6s, 1884	.....	.....	84	.....	84	.....
.. Gold L.	90 $\frac{1}{2}$	90 $\frac{1}{2}$	90	89	89	89
.. R. R. L.	.....	.....	.....	.....	.....	.....
Lehigh Valley R. R.	61	59	58 $\frac{1}{2}$	58 $\frac{1}{2}$	58 $\frac{1}{2}$	58 $\frac{1}{2}$
.. Conv. L.	83	.....	.....	.....	.....	.....
.. 6s new coup.	.....	.....	.....	.....	.....	.....
.. 6s new reg.	28	.....	.....	.....	.....	.....
Little Schuylkill R.R.	.....	7s	.....	.....	.....	.....
Minehill	.....	52	52	51 $\frac{1}{2}$	51	51
Morris Canal	.....	.....	.....	.....	.....	.....
.. pref.	.....	.....	.....	.....	.....	.....
.. 1st mort.	.....	.....	.....	.....	.....	.....
North Pennsylvania	.....	6s, 1880	101	100	100	100
.. 7s	.....	.....	95 $\frac{1}{2}$	.....	.....	.....
.. 10s, 1887	.....	.....	.....	.....	.....	.....
Northern Central	41	40 $\frac{1}{2}$	40	.....	39 $\frac{1}{2}$	39 $\frac{1}{2}$
Oil Creek & Alleg. Riv.	48	47	43 $\frac{1}{2}$	46	45 $\frac{1}{2}$	45 $\frac{1}{2}$
.. 7s	.....	.....	.....	85	.....	.....
Pennsylvania R. R.	58 $\frac{1}{2}$	55 $\frac{1}{2}$	55 $\frac{1}{2}$	57	57 $\frac{1}{2}$	57
.. 1st M.	100 $\frac{1}{2}$	100	100	99 $\frac{1}{2}$	99	99
.. 2d M.	.....	.....	.....	.....	.....	.....
.. reg.	91	91	.....	.....	.....	.....
Penn. State, 6s, 1st series	.....	.....	101	101	101	101
.. 6s, 2d series	.....	103	.....	.....	.....	.....
.. 6s, 3d series	107	106	106	.....	.....	.....
.. 6s, W. L.	.....	.....	.....	.....	.....	.....
Philadelphia City, 6s	.....	.....	.....	.....	.....	.....
.. new	101	100	100	100	100	100
Philad. Germ. & Nor.	86	86	.....	86	.....	.....
Phila. & Reading	53 $\frac{1}{2}$	53	51 $\frac{1}{2}$	53	53	52 $\frac{1}{2}$
Philadelphia and Erie	24 $\frac{1}{2}$	24	24	24	24	24
.. 6s	.....	.....	.....	85	.....	.....
.. 7s	.....	.....	.....	.....	.....	.....
Schuylkill Navigation	.....	pref.	15	15	15 $\frac{1}{2}$	15 $\frac{1}{2}$
.. 6s, 1882	.....	77	.....	.....	.....	.....
.. 6s, 1876	.....	.....	.....	.....	.....	.....
.. 6s, 1872	.....	.....	.....	.....	.....	.....
Hestonville, (Horse)	.....	.....	.....	204	204	204
Chestnut & Wal.	63	.....	.....	.....	.....	.....
Green & Coates	.....	.....	.....	.....	.....	.....
2d and 3d streets	.....	.....	.....	.....	.....	.....
Spruce and Pine	.....	.....	.....	.....	.....	.....
13th and 15th sts.	23 $\frac{1}{2}$	.....	.....	.....	.....	.....

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 17.

W.11. Th.12. F.13. Sat.14. M.16. Tu.17

Baltimore City 6s, 1875	.....	.....	95 $\frac{1}{2}$	.....	.....	.....
.. 1886	.....	.....	.....	.....	.....	.....
.. 1890	97 $\frac{1}{2}$	97 $\frac{1}{2}$	96	96	96	96
.. 1884	.....	.....	.....	.....	.....	.....
.. 1900	.....	.....	.....	.....	.....	.....
Balt and Ohio	142	141 $\frac{1}{2}$	141 $\frac{1}{2}$	142	142	142
.. bonds	1875	.....	.....	.....	.....	.....
.. 1880	.....	.....	.....	.....	.....	.....
.. 1885	.....	.....	93	93	93	93
Marietta & Cin. 1st M.	.....	.....	96 $\frac{1}{2}$	.....	.....	.....
.. 2d M.	86	85	85	85 $\frac{1}{2}$	85 $\frac{1}{2}$	85 $\frac{1}{2}$
.. 3d M. 8s	.....	79 $\frac{1}{2}$	.....	40	40	40
Northern Central	41	.....	.....	40	40	40
.. bonds	1885	.....	.....	.....	.....	.....
.. 1900	89	.....	.....	.....	.....	.....
Pittsb. & Connells. 7s	.....	93	.....	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$
N. W. Va. 1st mort.	.....	.....	.....	.....	.....	.....
.. 2d mort.	.....	.....	.....	.....	.....	.....
.. 3d mort.	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol.	62	62	61 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$
Def'er. Certif.	25	24 $\frac{1}{2}$	24 $\frac{1}{2}$	24	24 $\frac{1}{2}$	24 $\frac{1}{2}$
City Passenger R. R.	.....	.....	.....	.....	.....	.....

## Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 18.

Th.12. F.13. Sat.14. M.16. Tu.17. W.18

Boston and Albany	151 $\frac{1}{2}$	.....	150	150	149 $\frac{1}{2}$	149
Boston and Lowell	.....	.....	147	146 $\frac{1}{2}$	.....	.....
Boston and Providence	.....	.....	148 $\frac{1}{2}$	.....	.....	.....
Boston, Hartford & Erie	.....	7s, new	25	23 $\frac{1}{2}$	24 $\frac{1}{2}$	24
Cheshire, pref.	.....	.....	79	.....	.....	.....
Concord	.....	.....	108 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$
Connecticut River	.....	.....	141 $\frac{1}{2}$	140	140	140
Eastern	.....	108 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$
Fitchburg	.....	.....	112	112	112	112
Manchester & Lawr'ce	.....	.....	115	115	115	115
Michigan Central	115	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116	116	116
Northern, N. H.	.....	112	112	112	112	112
Ogdens & Lake Champlain	87 $\frac{1}{2}$	.....	88	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$
.. pref.	.....	.....	.....	.....	.....	.....
Old Colony & Newport	104	103 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$
Ph. Wil. & Baltimore	54	.....	53 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$
Portl'd, Saco & Ports	.....	.....	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23	22 $\frac{1}{2}$
.....	.....	.....	84	.....	.....	.....
.....	6s	.....	71 $\frac{1}{2}$	.....	70	71 $\frac{1}{2}$
.....	Land Grant 7s	71 $\frac{1}{2}$	.....	70	71 $\frac{1}{2}$	70 $\frac{1}{2}$
.....	Income 10s.	71	.....	71	.....	71
Vermont & Canada	101 $\frac{1}{2}$	.....	101 $\frac{1}{2}$	.....	101 $\frac{1}{2}$	.....
Vermont & Mass.	.....	.....	71 $\frac{1}{2}$	.....	72 $\frac{1}{2}$	.....
South Boston (Horse)	.....	.....	71 $\frac{1}{2}$	.....	72 $\frac{1}{2}$	.....
Cambridge	.....	.....	77	.....	77	.....
Metropolitan	.....	.....	77	.....	77	.....
Middlesex	.....	.....	77	.....	77	.....
Central Mining Co.	.....	.....	77	.....	77	.....
Copper Falls	.....	.....	77	.....	77	.....
Franklin	.....	.....	77	.....	77	.....
National	.....	.....	77	.....	77	.....
Pewable	.....	.....	77	.....	77	.....
Quincy	.....	.....	77	.....	77	.....

## London Stock Exchange.

Closing Prices.

Sept. 29.

Oct. 6.

Atl. & Gt. West. N. Y. sec. 7 per ct	85	90	85	90	85	90


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has averaged \$665,000 a day, or equal to a weekly aggregate of \$3,990,000. The arrivals of specie from Europe, Havana and other foreign ports last week, were \$54,852, and since Jan. 1 1871, \$8,311,267 against \$8,489,011 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$128,690,908 against \$117,269,670 same time in 1870.

Foreign exchange has been decidedly lower, under a pressure to sell, but closes more firmly, with a moderate inquiry for prime bills. Bankers' sixty day bills on London closed on Wednesday at 108½@108½; sight bills on London, 109½@109½.

The produce exports from this port, week ending with Oct. 17, were to the currency value of \$5,831,474.

Government securities have been in very moderate request and weak as to price, yet not offered with remarkable freedom.

Under the Treasury Department programme for October, Government proposes to sell Gold, as follows: Thursday, Oct. 26—Two Million. And to buy in, Five-Twenties, as follows: Wednesday, Oct. 25—Two Million.

On Wednesday, Government bought in four millions of Five-Twenties at 110 08@110 47 net. The amount of bonds offered was \$6,264,100.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115½@116½; U. S. Five-Twenties of 1862, 114½@114½; U. S. Five-Twenties of 1864 at 113@113½; U. S. Five-Twenties of 1865, 114½@114½; U. S. Five-Twenties of 1866 consolidated, 112@112½; U. S. Five-Twenties of 1867, 112½@112½; U. S. Five-Twenties of 1868, 112½@112½; U. S. Ten-forties at 109½@109½; U. S. Six per cent. currency bonds, 110½@111.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 4.	Oct. 11.	Oct. 18.
Consols .....	93½	92½	93½
U. S. 5-20's of 1862..	93½	92½	90½
U. S. 5-20's, 1865....	93½	92½	91½
" 1867 ....	93½	92½	91½
" 10-40s .....	90½	89	88½
Erie .....	25½	22½	22½

The new Funding Five per cent. Loan was quoted in London on Wednesday at 2½ per cent. discount.

State bonds have been in quite moderate demand at depressed and unsettled prices.

Railway bonds have been comparatively firm, and in fair demand for investment purposes. Central Pacific Sixes closed at 100½@101. The six per cent. First Mortgage Loan of the Chesapeake and Ohio Railroad is meeting with a ready sale at the present price of 98 per cent. and accrued interest.

The St. Joseph and Denver City eight per cent. gold bonds have been in fair request at the established price of 97½ and accrued interest.

Railway and miscellaneous share property has been moderately active at very variable prices, closing quite feverishly and irregularly.

General business has shown less activity. Values of Domestic Produce have been unsettled. Bread Stuffs closed weak; Provisions firm. Middleweight upland cotton closed on Wednesday at 19½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 280,571 bales, against 812,587 20@21; Union, 70@70½; Germantown, 30@—.

bales same time in the preceding year; exports 65,660 bales, against 66,140 bales in the previous year; stock at the ports at latest dates, 146,427 bales, against 177,351 bales same date 1870.

At the Live Stock Markets, Beeves have been in more demand at from 7½@13 cts.; Veals at 8½@11 cts.; Sheep at 4½@6½ cts.; Lambs at 6@7½ cts.; Swine, 5½@5½ cts per lb., all live weight. The week's receipts were 9,783 Beeves, 1,954 Veal Calves, 36,877 Sheep and Lambs; and 31,846 Swine.

Foreign goods less active, as a rule; groceries have shown more firmness as to prices. The week's imports of foreign goods reached \$6,244,339, including \$2,338,509 of dry goods.

Ocean freights have been fairly active and rates have been quoted firmer.

New York.—Ohio 6s, 1881, 104½; Georgia 7s, gold, 98; South Carolina 6s, new, Jan. and July, 44½; do. Apl. and Oct., 43; Louisiana, 6s, Levee bonds, 68; Alabama 5s, 68; North Carolina 6s, special tax, 16½; do., Fund Act, 1866, 30; New York State 7s, B. L., 110; Chicago and Northwestern Int. bonds, 95; Toledo, Wabash and Western consol. bonds, 79; Quincy and Toledo 1st mort., 90; Gt. Western 1st mort., 1888, 98; St. Louis and Iron Mt. 1st mort., 90; Joliet and Chicago 1st mort., 106; Hannibal and Naples 1st mort., 89; Long Dock bonds, 90; Toledo, Peoria and Warsaw 2d mort., 78; Albany and Susq. R. R., 91; Brooklyn 6s, W. L., 94; Western Union Tel., 56½; do., 7s, 98; Spring Mt. Coal, 60; Consol. Coal, of Md., 87½; Adams Exp., 80½; U. S. Exp., 50½; Am. Mer. Union Exp., 53; Wells-Fargo Exp., 50.

Philadelphia.—Penn. and New York 7s, 93½; Schuylkill Nav. 7s, boat loan, 80; West Jersey R. R. 7s, 100; Lehigh Valley 7s, 100; do., 6s, 90½; Huntingdon and Broad Top Mt., consol., 47; Nesquehoning-R.R., 55½. The latest quotations are: City 6s, 99@100; do. free of tax, 99½@99½; State 5s, coupon, 100@—; do. 6s, W. L., 100½@100%; do. 1st series, 101½@102; do. 2d series, 102½@103; do. 3d series, 105½@106½; Reading, 52½@52½; do. 7s, 1893, 103@—; do. mort. 6s, 1880, 92@92½; Camden and Amboy, 119@119½; do. mort. 6s, 1889, 95@96½; do. 1883, 90@92; do. 1889, 87½@—; Pennsylvania R. R., 57½@57½; do. 1st mort. 98@99½; do. 2d mort. 98@100; do. General mort. coupon, 92@92½; do. reg., 92@93; Little Schuylkill R. R. 43@44½; Morris Canal, 48@51; do. pref., 120@—; do. 6s, 87@—; Susquehanna Canal, 9@10; do. 6s, 60@—; Schuylkill Nav., 8@9; do. pref., 15@16½; do. 6s, 1882, 75@78; Elmira and Williamsport pref., 42@43; do. 7s, 1873, 92@—; do. 6s, 61@—; Lehigh Coal and Navigation, 33@33; do. 6s, 1884, 83½@84%; do. R. R. Loan, 92½@92½; do. Gold Loan, 88½@88½; North Pennsylvania, 46@48; do. 6s, 99@100; do. 7s, 98@99; do. Chatte 10s, 110@111; Philadelphia and Erie, 23½@24; do. 6s, 87@—; Minehill, 51½@51½; Catawissa, 18@18; do. pref., 43@43½; Lehigh Valley, 58@58½; do. 6s, new coupon, 98@98; do. reg., 97½@98; do. 7s, 99½@100; Fifth and Sixth streets, (horse,) 46@46; Second and Third, 67@70; Thirteenth and Fifteenth, 23@23½; Spruce and Pine, 32@33; Green and Coates, 47@—; Chestnut and Walnut, 50@53; Hestonville, 22½@—; George's Creek Coal, 76@83.

Boston.—Vermont Central 1st mort., 85; do, 2d mort., 87; Old Colony and Newport 6s, 1876, 94½; Central Pacific 7s, 1883, 101½; Michigan Central 8s, 1890, 107½; Vt. Central and Vt. and Canada 8s, 1877, 100½; Cedar Rapids and Missouri 7s, 1916, 90; Stanstead, Shefford and Champlain 7s, 88½; Leavenworth, Lawrence and Galveston 10s, 92; Burlington and Missouri River R. R. 7s, 1875, 101; Quincy and Palmyra R. R. 8s, 1892, 95; Ogdensburg and Lake Champlain 8s, 1879, 102; Connecticut and Pass. Rivers R. R., 91; Indianapolis, Cincinnati and Lafayette R. R., 7½; Rutland, 24½; do. pref., 77; Worcester and Nashua R. R., 135; Cincinnati, Sandusky and Cleveland R. R., 19½; Norwich and Worcester, 115; Boston, Clinton and Fitchburg R. R., 65; Cape Cod R. R., 72; Boston Water Power, 41; Cary Imp., 12½; Maine 6s, 1889, 101; New Hampshire 6s, 1873, 99; Connecticut 6s, 1883, 100½; Rhode Island 6s, 1882, 100; Chicago 7s, 90; Bath 6s, 1891, 90; Portland 6s, 1877, 97½; Hartford 6s, 1876, 99; Cincinnati 7 3-10s, 1897, 101; Boston 5s, 1884, gold, 99; St. Louis 6s, 1873, 96½; Brooklyn 7s, 1906, 98; Allouez Mining Co., 2; Astor, 25c.; Calumet and Hecla, 105; Humboldt, 60c.; Hancock, 2½.

Baltimore.—Northern Central 6s, 1900, gold, 92; Orange, Alex. and Manassas bonds, 79; Orange and Alexandria 4th mort., 8s, 81½; Western Maryland 8d mort. guar., 91; Virginia and Tennessee 8s, 88½; Richmond and Danville bonds, 80½; Central Ohio 1st mort., 84½; Virginia 6s, 1866, reg., 82½; do., 1867, 57½; do., old., 47½; Richmond City 6s, 79½; Memphis City 6s, 55. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92½@93; Baltimore and Ohio, 141½@142½; do., 6s, 1875, 94@97; do., 1880, 95@95; do., 1885, 90@93½; Northern Central, 39½@40½; do. 6s, 1885, 92@92½; do., 1900, 88@88½; do., 6s, 1900, gold, 91½@92½; N. W. Va. 1st mort., 97@—; do., 2d mort., —@7; do., 3d mort., 1885, 89@—; Marietta and Cincinnati 7s, 1892, 96@97; do., 2d mort., 85½@85½; do., 3d mort., 77@80; Central Ohio, 28@29½; do., 1st mort., 84½@85; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 91@—; do., 3d mort., guar., 90@91½; do., 2d mort. pref., 92@—; do., 6s, guar. by Washington Co., 84½@85; Richmond and Danville bonds, 80@81; Orange and Alexandria 1st mort. 6s, 90½@92; do., 2d mort. 6s, 79@81; do., 3d mort. 8s, 89@90; do., 4th mort. 8s, 81½@82; Orange, Alex. and Manassas 7s, 76@79; Virginia and Tennessee 8s, 88@89; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 75@—; Baltimore 6s, 1875, 95½@96½; do., 1884, 97@99; do., 1886, 97@99; do., 1890, 96@96½; do., 1893, 97@—; do., 1900, 96½@96; do., 5s, 1888-79, 80@82; Memphis City 6s, 54½@55½; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 104@105; City Passenger R.R. 22½@—; George's Creek Coal, 76@83.

 The Catoctin (Md.) *Clarion* says of the Western Maryland Railroad, that Mr. Placide, bridge builder, and his army of track layers, some fifty or sixty persons, are now at work on the summit of the mountain, and descending to the Washington county side, putting down from one-fourth to one-third of a mile per day. In a few weeks the road ready for the cars will be built to Smithsburg.

**Short Line to Europe.**

The completion of the new rail connection with Halifax, Nova Scotia, which has just been accomplished, will shorten the present quickest time to England by several hours. We see it stated that it is intended to still further diminish the length of the sea voyage by building a road from Truro to White Haven Bay at the extreme eastern end of Nova Scotia, which is about 125 miles nearer Liverpool than Halifax. White Haven is a good harbor, with sufficient depth of water to accommodate large ocean steamers. A line of steamers from Liverpool to that place, connecting there with a railroad direct to New York, would be the shortest and quickest possible route between England and the United States.

**Martinsburg and Potomac Railroad.**

We have just seen the report of Mr. Edward Watts, Chief Engineer of the above railroad company, addressed to the Directors. It bears date September 23, 1871, and very forcibly demonstrates the importance of this particular road as a connecting link between Virginia and the Pennsylvania system of railroads. Major Watts looks to the intersecting of that line of Virginia improvements which extends from the James river to the Kanawha river, as well as the railroad from Charleston to Cincinnati. Major Watts estimates that the probable cost of grading and laying the track from Powell's Bend, on the Potomac, to Martinsburg, a distance of 10.72 miles, will be \$284,865 05; and from Martinsburg to the Frederick county (Va.) line, in the direction of Winchester, 13.78 miles, \$350,889 10.—*Hagerstown Mail.*

**THE WEST WISCONSIN RAILWAY** is now very nearly finished, and trains will be running through from Tomah to St. Paul by November 1. The earnings of the Road from local traffic on the completed portion constitute already a profitable business; and arrangements and connections are about perfected which will make it the Great Air-Line Route from Chicago to the North-West, effecting a saving of more than 100 miles over the present route. The Bonds are a First Mortgage on the road itself and on a valuable Land Grant of 1,000,000 acres. They bear interest in gold at the rate of 7 per cent per annum, and are sold now at 90 and accrued interest in currency by WHITE, MORRIS & Co., 18 Wall-st., and Gwynne, JOHNSON & DAY, 16 Wall-st., where pamphlets and further information may be obtained.

**The litigation heretofore pending between Mr. Lord and the Indianapolis, Cincinnati and Lafayette Railroad Company has been amicably settled, and the contesting creditors have agreed to come into the arrangement of reorganization. All of the rest of the unsecured debt had previously signed the agreement. Within a few months the concern will be completely out of trouble, and under its reorganization the managers are confident of a rapid and substantial development. By arrangements with the Ohio and Mississippi and other roads, the company will receive \$100,000 annually from its real estate.**

**The Bucksport and Bangor Railroad Company** have made choice of their Directors, who have elected Sewell B. Swazey of Bucksport President of the road. The Directors have been empowered to issue first mortgage bonds, not to exceed \$20,000 per mile, at 6 per cent. interest, payable in gold. Col. Gowen of Boston, has subscribed for \$10,000 worth of stock.

**Railways in India.**

The annual report of Mr. J. L. Denvers, the Government Director of Indian Railway Companies, furnishes the following information:

The extent of railway communication now open in India is 5,050 miles, of which 556 miles were completed last year, and 211 since the beginning of the present year. The three Presidency towns, and the capitals of the Northwest Provinces and of the Punjab are now united, and the system of trunk lines laid out by the late Lord Dalhousie may be regarded as completed. Commencing at Negapattam, the most southern terminus of the present Madras system, and proceeding by Bombay, Jubbulpore, Allahabad, and Lahore, to Moultan, on the Indus, a continuous length of about 2,800 miles of railway has been formed. All this has been effected at a cost of about £70,000,000, and profits at the rate of 3½ per cent. upon this sum were earned last year. A further sum or about £18,000,000 has been expended upon the other lines open for traffic, and upon those which are in progress, making a total outlay of £88,000,000 upon railways up to 31st of March last.

**Chancellor Zabriskie**, at Trenton, has pronounced a decision sustaining the validity of the lease of the property and franchises of the United Companies of New Jersey to the Pennsylvania Railroad Company, and refusing the injunction against it. He holds, among other things, that all the property of the roads and their appendages may be leased and operated without the unanimous consent of the stockholders; and that the directors have been clothed with such powers by the statute of the State. An appeal was taken to the Court of Errors, but the Chancellor refused to continue the temporary injunction pending the decision of that court.

**There is one link in the European and North American Railway yet unfinished, that running west from Truro, about 75 miles in length. The work upon it is rapidly advancing, so that by next July it is probable that passenger trains will run through from Boston to Halifax without change.**

**The Kent News** understands that the directors of the Kent County Railroad Company have entered into a contract with Philadelphia people for the completion of the road to Chestertown by the 15th of November next.

**The Ware River Railroad** will be graded from Gilbertville to Winchendon in six weeks. The first shipment of one thousand tons rails is at hand, and the track will be laid from Baldwinville to Winchendon before December first.

**The officers of the Albany, Sand Lake and Stephentown Railroad Company, recently elected, are: Albert R. Fox, President; Geo. Ellis, Vice-President; Horatio F. Averill, Secretary; and George Maguire, Treasurer.**

**The first rail of a new street railway to connect Pottsville, St. Clair, Minersville, Port Carbon and Palo Alto, was laid at Pottsville on the 16th inst.**

**The Wilmington, Columbia and Augusta Railroad** has been completed from Sumter to Columbia, S. C., thus giving a through and direct communication by rail between Wilmington, N. C., and Augusta, Ga.

**The first sod of the Prince Edward Railway** was turned at Charlottetown on the 5th inst.

**CHESAPEAKE AND OHIO—FIVE-TWENTIES—CENTRAL PACIFICS.****BANKING OFFICE OF FISK & HATCH,**

No. 5 NASSAU-ST., NEW YORK, Oct. 16, 1871.

Of the FIFTEEN MILLION CHESAPEAKE and OHIO SIX PER CENT. LOAN, less than one third remain unsold, and this remainder is rapidly being taken up. These bonds have thirty years to run, are especially desirable for investment, can now be bought at 93 and accrued interest, that is, with coupon attached, payable November 1. \$1,000 Chesapeake and Ohio Bond costs to-day \$957 62. \$500 Chesapeake and Ohio Bond costs to-day \$478 81. \$100 Chesapeake and Ohio Bond costs to-day \$95 78.

We have but a limited supply left of the smaller denominations. Bonds are in coupon or registered form, same as FIVE TWENTIES.

When the railroad is completed, in 1872, and the Bonds are dealt in at the Stock Exchanges of the world, we have no doubt they will be equally popular with the Central Pacifics, which now command a premium, and are a favorite security here and in Europe; both roads being prominent lines, and under substantially the same fiscal management. Principal and interest of the CENTRAL PACIFIC and CHESAPEAKE AND OHIO BONDS, are specifically payable in gold coin in New York; the interest on the former being paid January and July, and of the latter, May and November, corresponding with the two classes of Five-twenties.

We recommend either of them to our friends and customers with the same confidence as we did the Five-twenty bonds, when we were selling millions of them for the United States Government.

We buy and sell FIVE-TWENTIES, TEN-FORTIES, EIGHTY-ONES, and CENTRAL OR WESTERN PACIFICS, or receive them in payment for CHESAPEAKE AND OHIO BONDS at their current market price. Orders for Chesapeake and Ohio Bonds, accompanied with Drafts or Checks, may be forwarded to us by mail, and the bonds will be sent by express, charges paid.

**FISK & HATCH,**

P. S.—Accounts of Banks, Bankers and others received, on which we allow Four per Cent. interest.

Certificates of deposit issued and collections made in all parts of the Union.

**HARVEY FISK.**

**A. S. HATCH.**

**The Springfield (Mo.) and Little Rock (Ark.) railroad company** was chartered May 16th 1871, with W. P. Egan president, A. B. Gaylor, treasurer, and B. C. Coblenz, secretary, with a capital stock of \$3,000,000. The charter requires that the road shall begin at the state line, in the northern part of Boone county, at or near where White river crosses the state line, and run in a southeast course through Boone, Marion, Searcy, Van Buren, Conway and Pulaski counties, terminating at Little Rock.

## Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were:

## ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	\$8,250,579	\$8,427,466
" cotton....	1,282,248	1,432,826
" silk....	2,595,264	2,721,685
" flax....	986,844	1,082,125
Miscellaneous dry goods..	866,442	923,189

Total entered for consump. \$8,981,877 \$9,587,291

## WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool....	\$1,709,787	\$1,527,742
" cotton....	357,772	412,829
" silk....	646,670	1,036,508
" flax....	486,666	362,972
Miscellaneous dry goods..	67,480	104,818

Total withdrawn from warehouse .... \$3,267,375 \$3,444,374  
Add entered for consump. 8,981,877 9,587,291

Tot. thrown on the market. \$12,248,752 \$13,031,665

## ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	\$867,554	\$1,181,253
" cotton....	225,989	298,300
" silk....	576,311	649,252
" flax....	342,949	369,095
Miscellaneous dry goods..	92,417	109,805

Total entered for wareh'g. \$2,095,220 \$2,607,705  
Add entered for consump. 8,981,877 9,587,291

Total entered at the port. \$11,076,597 \$12,194,996

The imports of foreign dry goods at New York for nine months from January 1, were:

## ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	\$16,053,940	\$23,516,281
" cotton....	12,234,488	16,764,798
" silk....	17,592,431	22,884,153
" flax....	7,915,384	9,724,632
Miscellaneous dry goods	7,179,403	8,806,982

Total entered for cons'p. \$60,975,646 \$82,196,841

## WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool....	\$9,669,331	\$10,284,903
" cotton....	4,474,514	4,410,955
" silk....	4,329,876	6,116,737
" flax....	4,634,875	4,234,589
Miscellaneous dry goods	1,090,645	1,187,394

Total withdrawn from warehouse .... \$24,199,241 \$26,234,578  
Add entered for consump. 60,975,646 82,196,841

Total thrown on the market.... \$85,174,887 \$108,431,419

## ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	\$8,905,390	\$11,938,437
" cotton....	4,160,097	4,835,378
" silk....	4,408,408	6,760,233
" flax....	3,691,752	3,553,514
Miscellaneous dry goods	1,100,199	1,487,301

Total entered warehouse. \$22,265,846 \$27,674,863  
Add entered for consump. 60,975,646 82,196,841

Total entered at the port. \$83,241,492 \$109,871,704

**[¶]** The Williamsport (Md.) *Pilot* asserts that "Mr. Bokee president of the Western Maryland Railroad, says that the appropriation will be exhausted in constructing the Owing's Mill end, and consequently there will be no funds with which to construct the Williamsport end." It was at Williamsport that the railroad was to connect with the Chesapeake and Ohio canal coal trade.

## Journal of Railroad Law.

## RAILROAD COMPANIES—PERSONS STANDING UPON PLATFORM—WHAT IS NEGLIGENCE OF PERSON AND WHAT OF COMPANY.

The facts in the recent case of Quinn *vs.* The Illinois Central Railroad Company (51 Ill. 495), are fully and clearly stated in the following opinion by

**LAWRENCE, J.**—This suit was brought by the administratrix of Bernard Quinn, deceased, to recover damages for his death. On the trial, the court, after the plaintiff closed his evidence, on motion of the defendant, withdrew it from the consideration of the jury, who thereupon returned a verdict for the defendant.

It appears that the deceased was one of a large funeral party, had taken passage on the cars of the appellee at Cairo for a point a few miles distant from that city. The cars were quite full, but the conductor thinks there were unoccupied seats in one of them, and there was standing room in all. The deceased with several other persons, was standing on the platform when the conductor passed along collecting fares. In making change for a bank note which the deceased paid for his fare, the wind carried away the paper as it was passing from the hand of the conductor to that of the deceased. The latter attempted to regain it, and as he was then standing on the edge of the platform, or on the step, he lost his foothold and fell to the ground. As he fell he struck against the embankment, was thrown back under the cars and killed.

This brief statement of the facts, about which there is no controversy, shows there is no ground whatever for maintaining this action. It was the negligence of the deceased, not that of the railway company, which caused his death. He was chargeable with extreme carelessness, and we can not see on what grounds any material negligence can be attributed to the company. He had voluntarily taken a dangerous position which resulted in his death, and there is no reason why the company should be made to pay damages therefor. Admitting, however, as claimed by appellant's counsel, that the conductor should have advised the deceased to enter the car, at least while paying his fare, his failure to do so was as nothing when compared with the gross negligence of the deceased. The death of the unfortunate man can be attributed only to his own carelessness.

It is urged, however, that this question should have been left to the jury. The practice adopted by the court can not be safely followed in many cases. Whenever there is evidence tending to prove the issue, the plaintiff has a right to take the verdict of a jury. But if this had gone to the jury and they had found for the plaintiff, the court should have set aside the verdict, or if it had refused to do so, it would have been set aside by this court. As no injustice has been done the plaintiff we can not reverse the judgment.

Judgment affirmed.

At the September term 1870, a petition for a rehearing of this cause was presented on behalf of the appellant, whereupon the court delivered the following additional opinion by

**LAWRENCE, CH. J.**—A petition for rehearing having been presented in this case we have again considered it, but see no reason to change the conclusion heretofore announced. Counsel cite

in their petition Colegrove *vs.* N. Y. and N. H. R. Co., 20 N. Y., 492, and Willis *vs.* Long Island R. R. Co., 32 Barb. 399, and same case 34 N. Y., 681. These cases do not sustain the claim to recover made upon this record. In both of these cases the defendant was guilty of great negligence, independently of all question as to insufficient room within the cars, and the substance of the decision is, that a railway company may be guilty of such negligence as to be liable for an injury to a passenger, notwithstanding he is standing upon the platform, and would have been safe if within the car. To this proposition we should probably not disagree. But in this case the only negligence which can be attributed to the company is the failure to supply sufficient sitting accommodation to a funeral party going a distance of twelve miles, and consisting of seventy or eighty persons, the evidence leaving it extremely doubtful whether any notice at all had been given to the company that such a party would leave upon the train, and there being absolutely no evidence that the company had been notified what would be the size of the party or what accommodations they would require. A railway company which fails to furnish comfortable sitting accommodation for its ordinary number of passengers, or even for an extraordinary number upon due notice, is certainly negligent and should be held to strict accountability, but it would be unreasonable to apply the same strictness when a train is unexpectedly crowded by a funeral party going only a few miles.

In this case, however, we deny the application for a rehearing because, admitting all the evidence proves or tends to prove, admitting that the company had been notified that there would be a funeral party upon the train, and admitting even that all the seats were occupied, it is still proven by all the witness that there was abundant standing room in the cars, and this is conceded by appellant's counsel. It is further conceded in the petition for rehearing that the deceased was standing on the steps of the platform holding on to the railing. It is also proved that deceased had been in the employment of the railway company, and was of course familiar with the perils of railway travel. When a passenger voluntarily places himself in this most exposed position, with abundant standing room within the cars, and falls to the ground not in consequence of a collision, or a broken rail, or other fault of the company, but in the endeavor to secure money that the wind had blown away, we can see no ground for holding, that his own negligence is not far greater than any that can be attributed to the company. In the case above cited, of Willis *vs.* L. I. R. R. Co., in 32 Barb. upon which counsel rely in the petition for a rehearing, the court distinctly places its decision upon the ground that the injury to the plaintiff arose from a cause which the plaintiff was not bound to guard against, namely, the throwing of the train from the track by obstruction on the road which the company should have removed, and say: "If a man places himself in such a position that in the ordinary movement and conduct of the train he is exposed to danger, he may justly be said to be negligent of his security, and must take the consequence if he is injured." The court further say: "If the plaintiff in this case had been thrown off the platform by

a jerk or movement of the train, he would have encountered a danger incident to his position, and although the jerk might have been occasioned by high and unusual speed, or other mismanagement, still, at the most, the fault would have been mutual." It is apparent from these quotations that upon the principles laid down by that court, no recovery could be had in the present case.

We are by no means disposed to relax in the least degree, the just obligations or liabilities of railway companies, but in this case the death of the deceased was so clearly attributable to his own rashness that we cannot hold the company liable in damages.

Rehearing denied.

#### Cheap Railroads for Cheap Freight Transportation.

The sudden and remarkable popularity of the narrow gauge system in this and other countries, and the rapidity with which the theories of its advocates have been seized, generalized and reduced to a practical demonstration in the Denver and Rio Grande and other narrow gauge roads not yet completed, is due to the fact that a reduction of gauge seems to furnish a practical solution of the question of cheap transportation by rail. Whether it does or not will, we think, be found to depend upon the standard by which the success of the new system is measured. Compared with the average of American railroads of the standard or broad gauge, a cheaply built and economically managed narrow gauge road might be found to have effected an important economy, but the comparison would scarcely be a fair one, since the average American railroad is neither cheaply built nor economically operated. Most of our railroads "cost" a great deal more than is represented in the actual value of the materials and labor employed in construction; and, from the hoilowness of their financial basis, most companies owning and operating railroads in this country are compelled to declare dividends upon from 40 to 50 per cent more capital than they have anything to show for. Thus built and equipped, few of them are managed on good business principles or with a view to rendering the community the greatest amount of service at the least possible cost. The competition between the companies consisting chiefly in a rivalry in the matter of fast trains, and a saving of time is usually gained at the expense of the rapid destruction of road-bed and rolling stock, and enormous consumption of fuel. These conditions are not favorable to economy, and to realize a sufficient profit upon business done under such a ruinous system the public must be taxed, through high freights and fares, not only to pay interest upon fictitious capital, but to repair the constant and costly injury to permanent way and equipment. Suppose, however, that a road of the standard gauge, well built and equipped, were to be devoted by its managers to the transportation of freight at rates one-half lower than those now charged by competing lines, and, instead of running five trains per day at ruinous and dangerous speed, ten or twenty trains should be run at a speed of, say, eight or ten miles per hour, it requires, we think, but little argument to show that such a road could increase its capacity for business fourfold without so much as doubling its operating expenses, allowing for the diminished wear and tear and the greater economy of fuel in proportion to mileage. Relieve such a road of the burden of a debt for which it has nothing to show but fictitious shares of capital stock, run as many trains at moderate and even speed as business may require, and the mere question of cheap transportation by rail would, we think, be solved much more quickly and satisfactorily than by a mere reduction in the width of the gauge.

It may be argued that, with their present equipment our broad and standard gauge railroads are not fully adapted to cheap transportation, however managed. We grant the force of this objection, and would urge upon the projectors of new

railroads, as well as the managers of old ones, the importance of reducing the percentage of non paying weight now hauled by building lighter rolling stock, rather than by reducing the gauge of the tracks, and maintaining the same relative proportion between the non-paying and paying weight to be drawn over them. Our cars, especially our "improved" passenger coaches, are both too heavy and too costly, and in this there must be a radical reform. In this matter we may follow with safety the lead of the British railroad engineers, who have generally rejected the narrow gauge system as impracticable, but who look with unqualified favor upon the numerous roads with light permanent way, light engines, light cars and cheap depot accommodation, now building in different parts of the United Kingdom. These roads are precisely what are needed in this country as auxiliaries and feeders to the trunk lines. They are built with the American standard gauge of 4 feet 8½ inches, with all parts sufficiently strong to carry a maximum weight of five tons to each pair of wheels. Expensive tunnels, high embankments, deep cuts, costly viaducts and expensive stations are avoided. Such a road, it is claimed, can be built at an expense of \$15,000 to \$17,000 per mile, exclusive of the cost of the land, and on this limited capital a comparatively small traffic transported at rates considerably below the present average per mile, would pay a fair annual dividend. A line of this description, lately built under the patronage of the Duke of Buckingham, cost but \$7,000 per mile. Its highest embankment is twelve feet, and its deepest cut ten feet. The rails, weighing 30 lbs to the yard, are secured in longitudinal timbers, six inches by six inches in the cross section. The timbers are united by transoms at every twelve feet, held in their places by wrought iron rods. Everything is at once light and strong, and as an important reduction in non-paying weight is effected without a proportionate reduction in the capacity of the cars, the advantages possessed by such roads over those built on the narrow gauge plan are apparent at a glance. One of the most important of these advantages is that the cars of such a road could run upon any standard gauge track, and its capacity for traffic could be at any time increased without involving the necessity of reconstruction throughout, as is the case with narrow gauge roads operating as feeders or branches of trunk lines. The system is well worthy of thorough trial in this country, and we would urge that that trial be made before we have gone too deeply into the building of narrow gauge roads, which, at least, may only partially realize the expectations of those who are now so eager in projecting and so enthusiastic in building them.

*Daily Bulletin.*

**Canadian Pacific Railroad.**  
The report of the surveyor employed to run the line of the proposed Canadian Pacific Railroad has been published. The distances are as follows:

	Miles.
Montreal to Ottawa	115
Ottawa to Mattawan	195
Mattawan to Fort Garry	985
Fort Garry to Yellow Head Pass	985
Thence to the limits of British Columbia	52
Route by the Upper Fraser (British Columbia) by "short cut"	445
	—2,467
Total length from Montreal to the Pacific	2,777

**The Directors of the St. Croix and Penobscot Railroad propose to construct their road from Princeton to Grand Lake Stream, at which point the Shaw Brothers talk of building the largest tannery in the world. A survey of this proposed extension is to be made at once. When built, a gap of twenty-four miles remains to be filled up between Grand Lake Stream and Passadumkeag, which, when done, the city of Calais will then be brought to within five hours' ride of Bangor.**

#### Gt. Western Railway of Canada.

The dividend announced during the week, for the past half-year, realises our expectations, and must, we think, be a pleasing surprise to the Proprietors, especially to those who have been led by articles in some other papers to take a downcast view of this very excellent railway property.

The dividend is 5½ per cent. per annum, free of income tax, and compares thus—

	P.c. per annum.
July, 1871	5½
" 1870	4
" 1869	3
" 1868	2

The July half-year is the inferior part of the year, and having regard to this circumstance, and the great increase in the traffic now going on, we shall not be surprised if the current half-year (ending next January) yields from 7 to 8 per cent per annum. The dividend for the 2nd half of 1870 (ending January, 1871) was 6 per cent. per annum. If the current, January, 1872, dividend increase by only as much as the July dividend just announced has increased, namely by 1½ per cent. per annum, it will be 7½, and make the dividend for the whole of 1871, 6½ per cent.—a pretty fair rate for "poor frozen up Canada" to turn out, and a rate that is fairer still when we consider that this Company pay (as all Companies should) their dividends free of income-tax.—*Herath*, Sept. 30.

**The Philadelphia Ledger** says that a very heavy tonnage of soft coal for gas purposes is now being carried over the Bald Eagle Valley railroad, which extends from near Tyrone, on the Pennsylvania railroad, to Lock Haven, on the Philadelphia and Erie road, a distance of some fifty-one miles, and it adds "new railway connections southward from the Huntingdon and Broad Top Mountain railroad promise an early outlet for Cumberland coal across our State to our own and a further eastern market, to the greatly increased profits of existing roads in the connection."

**The track of the Baltimore and Potomac railroad is now laid about twelve miles south of the Annapolis and Elk Ridge railroad, to Muddy Hole Branch, Prince George's county, a point about two miles from Buena Vista, and about ten and a half miles from Washington. At Huntington the main stem branches off toward the Potomac, and the track is laid three miles south of the prospective town. On the north of the Annapolis Road the track is laid to the Patapsco, a distance of nine miles. In all there are about twenty-five miles of the road laid.**

**The Boston Journal** says the losses sustained at the fire in Chicago by the Michigan Central Railroad were very light. The road was not an owner of the passenger depot, and its total loss was a small freight house which was destroyed together with its contents, which however were fully covered by insurance in solvent companies.

**The revenue of the Baltimore and Ohio road and its branches for the month of September was \$1,219,769 21, showing an increase, compared with the same month for the preceding year, of \$177,905 16. It is understood that the tonnage moved exceeds that of any month in the previous history of the company.**

**It is stated that Geo. Mahone has been successful in effecting a loan for the Atlantic, Mississippi and Ohio Railroad Company to the amount of \$15,000,000, and the deed of mortgage involved has been duly recorded in Norfolk county, Va., the State tax upon which was \$15,000.**

**Augusta and Hartwell Railroad.**

A correspondent of the Elberton (Ga.) *Gazette* has been investigating the delay in commencing the construction of the Augusta and Hartwell railroad. He says:

When Mr. Seymour, the new Chief Engineer, of the road, took charge, his judgment suggested a diff-rent and what is claimed a more practicable route for the first ten or fifteen miles of the road next to Augusta, than upon either of the lines indicated by previous surveys. This new line required examination, and many other preliminary matters demanded adjustment before the work could proceed without interruption. The essential details of arrangement are now said to be nearly accomplished, and the contractor, Mr. E. Hanford, of New York is expected to arrive within a week, prepared to place 500 hands on the road about the 19th of October. The first ten miles will, it is confidently expected, be completed by the first of January. A piece of good news in connection with the future prospects of this road is the information, from a reliable source, that George D. Chapman, he who exhibited such peculiar "developing" talent in the construction of railroads (upon paper,) has, of his own volition, retired from the Board of Directors, and is henceforth to have no voice in the management of the enterprise. With this obstruction out of the way, it is to be hoped that the friends of the road in Augusta and along the projected route will give it the benefit of all the moral and material encouragement which the universally acknowledged importance of the road demands.

**¶** The Alexandria *Gazette*, of 9th inst., says that the work on the branch of the Richmond, Fredericksburg and Potomac railroad has been completed to Chappawamsic creek, to which point material trains are now running. As soon as the bridge over this creek is completed there will then remain about two miles of track to lay, which can be done in about two weeks, by which time the road will be finished to its terminus at Quantico, where the trains will connect with the Potomac steamers, instead of at Aquia Creek, as at present, thus shortening the distance and lessening the time between that place and Richmond.

**¶** The Hagerstown *Herald* says that the commissioners appointed by the Legislature of Maryland to take subscriptions preparatory to organizing the Antietam Railroad Company in Washington county, give notice that books of subscription will be opened. The capital stock is fixed at \$200,000, and in shares of \$20 each. The road is to run from the Antietam iron works, or the Potomac, at Shepherdstown, through Washington county, to connect with the Miramar railroad, which runs from the Susquehanna, opposite Harrisburg, to the State line in Franklin county, south of Waynesboro'.

**¶** The Winston (N. C.) *Sentinel*, of the 5th instant, says that President Belo, of the Northwestern North Carolina railroad, has made a contract with the Richmond and Danville Railroad Company by which the latter is to complete said road from Greensboro' to Winston by the 1st of July next.

**¶** The proposed Albany, Sandlake and Steptontown Railroad will shorten the distance between Albany and Boston twenty-six miles. Its early completion is probable.

**¶** The ships Charlotte and Uncle Joe arrived at Norfolk on the 8th instant with full cargoes of railroad iron for the Atlantic, Ohio and Mississippi (General Mahone's) railroad.

**Southwestern Pennsylvania Railroad.**

The route of the proposed railroad from Greensburg to Connellsburg, has been finally determined, and twenty-five sections have already been put under contract. The Directors selected what is known as the Jack's Run route, and the work will be pushed forward as rapidly as possible. The following contracts have been awarded: Sections one to seven inclusive, P. & F. Collins; sections eight and nine, Col. Painter; sections ten, eleven, and twelve, Thomas Schnatterly; sections thirteen, fourteen, and fifteen, J. C. McCausland & Co.; sections sixteen, seventeen, and eighteen, P. & F. Collins; sections nineteen and twenty, D. Williams; sections twenty-one and twenty-two, Mr. Roller; sections twenty-three and twenty-four, to John Snider.

**Trenton and Fulton Railroad.**

From the Clairborne (La.) *Advocate* we take the following estimate of the cost per mile of the Trenton and Fulton railroad. We see from this that it will be a cheap road:

HOMER (La.) August 25, 1871.

I herewith give an expression of my views regarding the cost per mile to build a three-foot gauge railroad from Monroe, Louisiana, to Fulton, Arkansas:

Excavations.....	\$425 00
1,700 Cross Ties.....	440 00
10,570 feet, lineal measure, of stringer 9x6.....	360 00
62 tons of tire iron, to be fastened at the ends with screw spikes.....	3,100 00
Spikes.....	170 00
Bridging and trestles.....	1,200 00
Per mile.....	\$5,695 00

Respectfully, RICHARD SERPELL.

The proposition for a preliminary survey was promptly accepted by a number of citizens of Homer, and Col. Serpell has already embarked in the work.—*Magnolia Flower.*

**¶** The St. Gotthard railway, with a tunnel about the length of that of the Mont Cenis, may soon be commenced. The capital necessary for the tunnel is about 60,000,000f, and for the lines to join the Italian and the Swiss systems about 125,000,000f. Subsidies to the extent of 85,000,000f. have been voted by Germany, Italy, and Switzerland, and the remaining 100 millions are to be taken by a syndicate, 65,000,000f. in bonds, bearing, 5 per cent. interest, and 35,000,000f. in shares. It is estimated that at least seven to eight years will be required for completion of the work.

**¶** L. B. Boomer, of Chicago, has the contract for building a bridge across the Missouri River at Atchison, Kansas, his bid being \$850,000 for the bridge complete, including the approaches. The bridge is to be finished within twelve months.

**¶** The Granite Branch railroad, a spear of the Old Colony and Newport railroad, has been completed and formally opened to passenger traffic between the villages of West Quincy, East Milton, and Boston.

**¶** The officers of the Credit Valley Railway company are: George Laidlaw, President, and C. J. Campbell, Vice-President, W. H. Beatty Solicitor and J. G. Conlin Secretary.

**¶** The track of the Wellington, Grey and Bruce Railway is laid to Harriston, on the border of the county of Bruce.

**¶** The laying of the track on the Maine Central extension was completed to the Grand Trunk Railway track on the 6th inst.

**¶** The shipments of iron ore from Marquette for the season up to October 3d amounted to 273,825 tons; and from Escanaba to 388,307 tons—a total of 612,192 tons. Of pig iron from Marquette, 19,702 tons; and from Escanaba 6,976 tons—a total of 26,678 tons. Total of ore and pig iron, 638,870 tons—a difference in favor of Escanaba of 51,816 gross tons.

**¶** The Milwaukee *Wisconsin* says that a sufficient amount of iron has been purchased for the Green Bay and Lake Pepin Railroad to lay forty miles of track. The first cargo is expected to reach Chicago by the 20th inst. The completion of this important thoroughfare is thus assured.

**¶** The Bayfield *Press* says "a company of capitalists of New York city, with E. G. Roberts as President, has bought the old road bed on the line of the Hudson and Superior road, and will lay twenty miles of iron from Hudson to New Richmond this season."

**¶** The amount of the Virginia State debt funded under the act of last session, on the 11th instant reached \$20,400,000. The whole debt is \$40,000,000, one-third of which is chargeable to West Virginia.

**¶** It is stated that the Tyngsborough and Brookline (Mass.) Railroad has been located as far as North Pepperell, within four miles of its New Hampshire terminus. The surveyor's work will soon be completed and proposals advertised for.

**¶** The Chicago and Northwestern Railway company officially announces that its entire loss will not exceed \$500,000, and that all the shops, engines and passenger cars at the depot were saved.

**¶** The Baltimore and Potomac Railroad Company have begun to grade for their track in Virginia avenue, Washington, and will soon begin to lay the rails.

**RAILROAD IRON.**

1,400 Tons 40 lb. Welsh Rails, made by the Rhymey Company, in store for sale by

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New York.

**Notice to Contractors.**

**PENN. & SODUS BAY RAILROAD CO.,**  
CHIEF ENGINEER'S OFFICE,

SENECA FALLS, N. Y., Sept. 25th, 1871.

**PROPOSALS** for furnishing and laying the Iron and Ties on the graded portion of this Road, will be received at this office until noon of Wednesday, the 25th of October. Said portion consists of the Southern Division, 25 miles long, extending from Spencer, in Tioga county, through Tompkins county to the Seneca county line; and the Middle Division, 33 miles long, from the Seneca county line to Waterloo; in all about 58 miles.

Proposals will be received for either or both Divisions, and are to be based on the following terms of payment, viz: twenty per cent. to be in the capital stock of the company; thirty per cent. in town bonds or cash, at the option of the company, and the remaining fifty per cent. in the first mortgage bonds of the Road. The Company reserves to itself the right to reject any or all bids that are not deemed consistent with their interests.

Specifications may be procured by application to the undersigned. **ALFRED F. SEARS,**  
8130 Chief Engineer,

**To Contractors.**

INVITATION IS GIVEN FOR PROPOSALS TO CONSTRUCT A PORTION OF THE BALTIMORE SHORT-LINE RAILWAY, embracing the GRADUATION and MASONRY of eighteen sections or miles lying between Belpre and Athens, in the State of Ohio.

SPECIFICATIONS of the work can be obtained at the offices of the Marietta and Cincinnati Railroad Company, in Parkersburg, West Virginia, and Athens, Ohio, on and after the 11th instant, and SEALED PROPOSALS therefor addressed to the undersigned will be received in the PARKERSBURG OFFICE up to the 25th instant inclusive.

The privilege of rejecting any or all proposals being reserved to the Baltimore Short-Line Railroad Company.

JOHN WADDLE, President.  
October 9th, 1871.

**Notice to R. R. Contractors.**

PROPOSALS for grading and masonry for about twenty miles of the Nashua, Acton and Boston Railroad, will be received at the office of the engineers until the evening of the 23rd of October next. Proposals may be made for grading one or more sections into which the work will be divided. Profiles and specifications may be seen at this office. The corporation reserves the right to reject any or all proposals.

E. H. SPALDING, President.

NASHUA, Sept. 25, 1871.

**Manhattan Oil Company,**  
Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

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Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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Under the celebrated Leschot Pat-  
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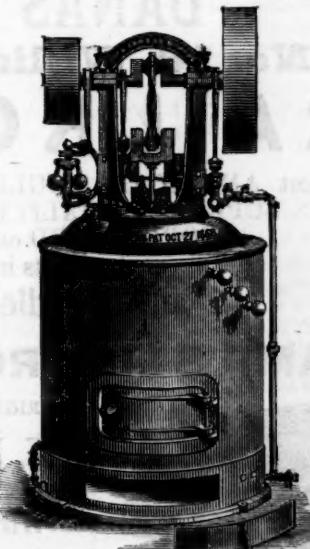
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They are Driven by Compressed Air or Steam, and Bore at a Uniformly rapid rate, making a perfectly cylindrical hole, of the same size top and bottom in the hardest rock.

The economy of these Drills and their entire efficiency have been abundantly established, and the advantage of the rotary over the percussive operation very generally allowed. NO SHARPENING REQUIRED. The Drills are also adapted [in different sizes and styles] to Channelling, Gadding and Shafting; also to Deep Boring for testing the value of Mines and Quarries. Catalogues sent upon application. Manufactured by

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MANUFACTURED BY  
COLT'S PATENT FIRE-ARMS MFG CO.,  
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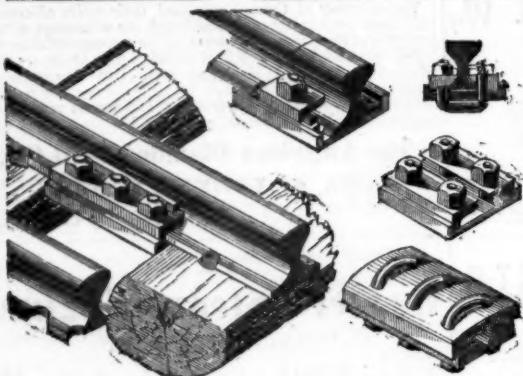
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COMPACT, SIMPLE, SAFE, ECONOMICAL,  
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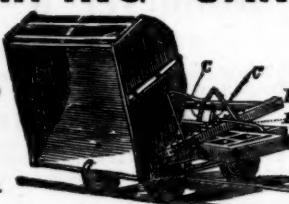


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Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

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TO DUMP THE CAR. Fig. No. 2, Car Dumped.

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FREIGHT TO  
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GREYTOWN, AND PACIFIC COAST OF  
MEXICO, CENTRAL AMERICA, PERU,  
AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Oct. 30, steamer **RISING STAR**, CAPT. H. P. CONNER, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, direct, connecting at Panama with steamer **SACRAMENTO**, CAPT. Parker, touching at Punta Arenas, Acajutla, and San Jose Guatemala, also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Oct. 27.

Steamer **AMERICA** will leave San Francisco, Nov. 2, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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